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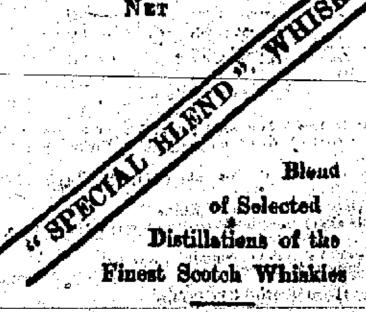
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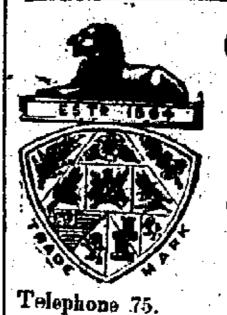
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On the 24th July, at Blackheath, England, the wife of ARTHUR SUGDEN, I. M. Customs, of a son.

HUNGKONG OFFICE: 14, DES VŒUX ROAD CL LANDON OFFICE: 131, FLEET STREET, E.C.

Honokono, 27th August, 1902.

WE can hardly regard as new the intelligence telegraphed from London in our issue of to-day, that the French authorities are considering the project to establish a naval · base at Kwanchau-wan. This project is mentioned in the book which we reviewed yesterday, The French in Tonkin and South China, and the creation of a naval base on the spot was one of the schemes of the restless M. Doumer, who predicted just before he left Indo-China that Kwanchauwan would become one of France's great naval establishments. Furthermore, a recently published report of the Director of Public Works for Indo-China announces that a naval base is to be set up there. Perhaps the news intended to be conveyed by the London telegram is that the authorities in Paris have at the present time under deliberation the speedy carrying into effect of such a plan. Fort Bayard, mentioned in the despatch, is the civil settlement of Kwanchau-wan at the mouth of the river and Nivet is a short distance off nearer the entrance of the bay. There can be no doubt that the site is well chosen. The Director of Public Works in the report referred to above points outwe quote from Mr. Cunningham's bookthat the Bay of Kwanchau-wan seems naturally destined to be the point d'appui of attached as tender to the battleship Glory, the French fleet in the Ear East, as there | flagship of Sir Cyprian A. G. Bridge, Commanis ample accommodation in it for a large squadron, and for more than ten miles there is an average depth of twenty metres. In conjunction with Admiral Porriee he

and fortifications, and dredging operations; the latter are very necessary, there is a sand-bar to be got rid of. estimate of the expenses of such a scheme exceeded twenty-eight millions of francs. The cost as given in our London correspondent's despatch is £1,250,000, which is a little more. The idea is an ambitious one and if carried out thoroughly will give France an admirable base (for her navy-in South China, well situated and naturally strong, and is within a few hours of the prosperous coalfields of Hongay where a second-class naval station is to be established. It will also without doubt largely decide the question of the future prosperity of Kwanchau-wan, particularly if, in accordance with the advice of M. Doumen, it is. TIME GINGER BEER we supply maintained as an open port and not brought under the protective system which hinders known | the growth of Indo-Chinese trade. If the confidence of the natives can be restored, the situation of the French port gives it a by the Russian Ministry of Finance, as it is ingredients, and holds the unique position great opportunity of capturing the transit found impossible to guard the frontier of several trade at present starting from and coming to Pakhoi. With the addition of a railway (which is not altogether undreamt of by some ambitious French Colonials), revolution might be effected in the trade of South China. We do not even hazard a guess whether such changes are probable. But their possibility is something which Hongkong cannot afford to lose sight of, in the comfortable confidence of her present prosperity. In the political aspect of the matter, too, Hongkong is vitally interested. Kwanchau-wan is but two hundred miles from Hongkong, and did it become under French rule a first-class naval base it is useless to shut our eyes to the fact that the strategic position of Hongkong would be materially affected. However friendly the Power, the close proximity of a great naval base and depot of that Power to one of our most important possessions, as this island undoubtedly is, can only be looked on as a menace, necessitating a strengthening of our resources in this part of the world. Kwanchau-wan, we are quite prepared to believe, was occupied and will be converted into a naval base, without any

> Two more Chinese plague cases, both fatal, were reported up to noon yesterday. One body was found in George Lane.

hostile intentions against Great Britain

but, nevertheless, the threat is there, latent

though it may be.

The band of the 33rd Burma Infantry wil play selections of music at the Queen's Hotel, Kowloon, to-morrow evening during dinner.

The Foochow Echo says that on the 14th inst a tiger was caught in a pit-trap about half-way between Kuliang and Doong Liang. The tiger. had been living on pigs and dogs in that neighbourhood during the winter. It was reported to be a female and to have two cubs, for which the natives are now seeking.

Some commotion was created in Queen's Road East yesterday afternoon by the spectacle of a drunken bluejacket being treated to the " frog's march " by a party of Garrison military police. The prisoner's language was as violent as were his struggles, and the half-dozen soldiers in charge of him had no light task on their hands.

Mr. Thomas Henderson Whitehead, the Caleb Lewis. We congratulate Mr. Whitehead on this merited distinction, which unfortunately, however, seems to dispose of any hopes of his return to Hongkong.

With reference to the case of stone-throwing in Winglok Street on Sunday night, it appears that the two Chinese, though in uniforms resembling those of the police, were not lukongs but private watchmen. It is satisfactory to find that the two men in question were not in the police force, but on the other hand, the absence of a constable from Winglok Street and its immediate neighbourhood is not satisfactory if, as we have heard from various sources, the throwing of missiles is indulged in there.

The following appointments have been made at the Admiralty: - Lieutenants: Cyril Asser, to Glory, for Fame; Chas. P. Mansell, to Oct. 1 an officer of the Staff will command the Tamar, for Whiting; Goo. C. Hardy, to Goliath, new formation, and Navy Captain Jacobsen for Hart (all in command on recommissioning, undated); Robert G. Hammond, to Gotiath, for | been busy in China since 1901. Hart, on recommissioning (undated). Sub-Lieutenants: Herbert R. Stokes, to Glory, for Fame; John A. S. Blackwood, to Tamar, for Whiting, both on recommissioning (undated) Inspector of Muchinery W. Sharp, to the Golfath, additional, for service with the China Fleet (to date July 21).

Orders have been issued directing the 30 knot torpedo-boat destroyer Fame to recommissioned on the China Station, and der-in-Chief. The Fame will be commissioned by Lieut. Com. C. Asser. The 30-knot destroyer Whiting and the 27 knot destroyer China Station, the Whiting by Liout, C. recommended the government to under- ship at Hongkong, and the Hart by Lleut. England and Japan to ensure peace as far as training in steam tactics which turns a mere take two docks, coal-wharves, an arsena G. C. Hardy as tender to the battleship Goliath. possible in the Far East.

to Hongkong from Weihniwsi. The river dock at Kowloon, and the Rivoldo at the gunboat Teat has left Shanghai for the Cosmopolitan Dock. Yengtase.

The Tear has awarded the gold Russian war medal to 13 corporals of the German Marines who took part in the defence of the Peking Legations.

The revenue derived from Chinese immigration into Canada during the fiscal year is returned at \$364,972, as compared with \$178,704 the previous year. This results from the doubling of the poll-tax, which is now \$100.

Baron von Czikaun, the Austrian Minister in Peking, arrived in Vienna on the 19th ult. coming by the Siberian Railway. Baren von Czikann says travelling on the Siberian Railway is rather tiresome and very slow. During the greater part of the journey the accommodation | scandalised. was rather deficient.

It is reported that the re-establishment of free trade in Visdivo took is being considered thousand versts to prevent smuggling, and the only logical way out of this difficulty is the return to the old state of affairs, i.e., free trade.

There is no such thing as a novel of newspaper in Corea, says a London paper. No regular story-writer is known to have lived there for 1,000 years. Education consists in a knowledge of the immortal Chinese classics. So sacred ure printed books to the Coreans that they cannot be tossed about or trodden upon without offending the gods._

At Birkenhead on the 22nd ult., five Chinese sailors were charged with having deserted from the Ching Wo, a vessel belonging to the China Mutual Company. They complained that they had been ill-treated by their superiors, and would be hanged if handed over. An officer from the ship denied the allegation. The sailors were ordered back to their ship.

In spite of the very damaging revelations of late with regard to his conduct at Colenso, General Buller's popularity in his own county continues. On his way to distribute prizes at Blundells School the other day, General and Lady Buller arrived in Tiverton and were accorded a popular ovation. The General's carriage was unborsed, and drawn by the townsmen through the streets. Acknowledging | Augustus Gaunt, R.N., for services in Chius. this reception. General Buller said: "Believe me, when I have got the chance to tell the truth I will show that the reception you have given me is not unworthy of me."

The following from the latest mail papers refers to an affair of which we have already had the outlines :- The latest particulars concerning the scandalous behaviour of Life Guards officers at Windsor go to show that there is a desire on the part of those concerned in the 'ragging" of Lieutenant Gregson to treat the whole affair as a practical joke, the outcome of a spirit of boisterous fun. Every effort is being made to have the matter hushed up. An inquiry has been ordered by Lieut: Colonel Sir. Audley Neeld, and the finding will; decide whether Lieutenant Gregson's assailants will appear before a military tribunal to answer for their conduct.

The attention of the Foreign Office having been drawn to the fact that British postal packages to China pay duty to the Customs, while parcels arriving by German or French mails escape duty free, Lord Cranborne has informed Mr. Yerburgh, M.P., that import duty has been charged upon British postal packages to China, and that there is no doubt concerning the legality of the practice. " It is understood, however, that parcels from France and Germany have escaped such taxation; and the Foreign home papers state, has been appointed joint Office will certainly insist upon equality of manager of the Chartered Bank of India, treatment. It appears that post offices are Australia and China, in conjunction with Mr. | maintained in China by France and Germany and also by Great Britain, Japan, and Russia. His Majesty's Government are unaware, how ever, whether the Chinese Government have sanctioned the French and German post offices.

At Teintau the governmental palace has been enlarged by additional buildings. The Government out there also is busy making good what the Chinese had spoiled in their time; they had hewn down all the trees in the settlement, without planting new ones in their place. It is hoped that as the settlement is forested again the climate out there will improve. The military force at Kiaochow so far has consisted of five companies: the Naval Field Artillery of the three sea battalions and the Naval Artillery detachment. On Oct 1 the whole detachment will be altered into a Naval Artillery detachment. Up to now a captain-lientenant has been named for that office, after having

tion with him Viscount Watanabe stated that

H.M. tiret-class cruiser Amphibrile is en route | H.M.BR. Wicern, Moorhen, and Taku are in

Regarding the Java-China-Japan line steamers, it is said that three private Netherlands dooky ards are invited to delive tenders each for one vessel-viz., at Amsterdam, Rotterdam and Flushing. One steamer will be constructed out of Holland. The steamer must have a length of about 300 English feet with engines of 1,500 indicated horse-power.

An adventurer, claiming high military rank and an important Chinese appointment, has victimised several Melbourne society people on the pretext of disposing of railway concessions. His wife and himself were received at the bes houses. Dinners and balls were arranged in their honour. Finally, suspicious were aroused and the couple disappeared. Society is much

Miss I dyth Howard Gwyther, younge daughter of Mr. J. Howard Gwyther, Chairman of the Chartered Bank of India, Australia and China, was married on the 23rd ult., at Christ Church, Lancaster Gate, London, to Mr. J. E. Söderberg, eldest son of Edward Söderberg of Kristianstad, Sweden. The wedding presents were both numerous and costly, and were much admired by the large number of guests who were present.

Various promotions in and appointments the Order of Saint Michael and Saint George. intimation of which has already been made. were announced in the London Gazette of the 22nd. Amongst these were :- To be G.C.M.G: -Sir Ernest Mason Satow, K.C.M.G., His Majesty's Minister at Peking, To K.C.M.G.:--Commodore-Francis Powell, R.N for services in Chins. He is commodore in charge of naval establishments, Hongkong. He was decorated for services at Benin, and now enjoys the good service pension. Pelham Laird Warren, Esq., C.M.G., His Majesty's Consul-General at Shanghai, for services in China. Mr. Warren passed his student interpretership in 1867, and has been in China ever since. To be C.M.G .: William John Archer, Esq., His Majesty's Consul at Bangkok. Captain Arthur Calvert Clarke, R N., for services in China. Chapman James Clare, South Australian Naval Defence Force, for services in Chiua. Commander Ernest Frederic

We take the following from a home paper :-Under the suspices of the Hastings and St. Leonards United Conservative Association, a fete was yesterday held at the Grove, Hollington, Mr. A. P. M'Ewen kindly placing his grounds at the disposal of the party. The roccasion was favoured by fine weather, and the arrangements had been admitably planned. Some thousands of visitors, many travelling by They have then to be broken in the presence road on conches and motor-cars, found abundant of one of his officers, who signs a certificate of sources of amusement in the spacious and destruction. I had the luck of hitting off two picturesque grounds. There were variety enter- pictures that pleased the Kaiser, and these he tainments, comic cricket and football matches. | keeps. He sent me copies of them and quite a races for old and young, and tugs-of-war. In large fee after nearly eight months. He is is causing considerable unessiness, the remotea marques erected on the lawn, Mr. M'Ewen entertained a numerous company at luncheon. Among those present were Lord Zonche, Mr. showing him in a relaxed attitude, with a soft H. C. Richards, K.C., M.P., Mr. Edward Boyle, K.C., and Captain Colvile, President, and Councillor Bradnam, Chairman of the United Association. After the loyal tousts, "The Bost" was proposed by Dr. Deeping. Mr. M'Ewen, in reply, referred to the fact of enemy in single combat." his having recently come to St. Leonards, and said during his residence there he and his family would do all they possibly could to further the Conservative cause in the district.

appeared in a service paper concerning the menagerie of them. Whilst in Jamaica Lady alleged shortage of coal on the China Station. Our contemporary asserts that, owing to this cause, the China Squadron was last year unable to carry out its fleet exercises, and that the Terrible had only been able to put in 18 days' sea-time during the 18 months she had been on the station. The official excurse will, of course, be exceptional pressure. But it was perfectly easy to foresee that the pressure would be exceptional. Steamers have needed coal for a good many years, and for a good many years also we have held the line communications to the Far East. It must, therefore, have been quite evident to anyone who gave the matter a moment's thought, that however valuable the assistance of the Concert of Europe (we will put it that way) might be in supplying armed force to deal with the disturbances in China, that assistance could only become available if we were prepared to find the sinews of war in the shape of coal. was the commander of the detachment, but on Thut, therefore, was the first thing for which our Admiralty had to make provision, and it does not appear to have done it. Worse subaltern. There was a manly howl, answered still; even when the pressure had passed away, it appears to have allowed a whole year to elapse before making the deficiency good To a correspondent who has had a conversa. The Admiralty will not be able, in this instance, to plead doubts and fears as to the possibility. regarded Japan's financial position as of the fuel supplied keeping its calorific prothoroughly sound. Comparing the ordinary porties, for it is not a question of the reserve, expenditure with the income the balance was on | of coal, but of the actual hand-to-mouth supply the right side. He had no reason to believe required to enable the squadron to go about its that any depression in Japan's finance was to daily business. Had the Powers of Europe be looked for in the near future. On the quarrelled over the spoil of China we should, if contrary, he thought there was the strongest | the facts have been correctly stated, have lost justification for thinking that the era of pros- the one immense advantage which should have perity that had set in would continue. Asked been ours; the power of obtaining an abundant how he regarded the alliance between England supply of fuel from a naval base Hongkong and Japan Viscount Watanabe replied, "I agree -lying on our possible enemy's line of comwith it in every respect. It would make for munications. Fortunately no war broke out peace in the Far East as nothing had even done | but the consequences have none the less been before. That identity of interest which had serious. A squadron of four first-class battlegiven birth to the alliance would continue, he ships and many cruisers has passed a year hoped, for a long time. It was the duty of without the opportunity for undergoing that

H.M.S. Orlando was paid off into the B Division of the Portsmouth Float Reserve on the 25th ult. by Com. P. H. Colomb.

The Siam Observer gives an authoritative contradiction to a report that the Government of Slam is sending troops to Kelantan or some other part of the Malay Peninsula.

Miss S. L. Pownall Wright, late of Newnbarn College and the Ladies Training College. Cambridge, has been appointed Professor of English at the Women's College, Tokyo University.

We take the following from a copy of the Globe last month :- Nobody will by surprised, we imagine, to learn that yesterday was the coldest July day on record for the last ten years. Even in London the thermometer did not reach 60deg., and the temperature in some parts of the country was much lower. Just a week ago we had 87deg. in the shade, and something like 130 in the sunshine.

After a series of experiments with a view to render torpedo-boats invisible, the Gorman Naval Department has resolved upon a coat of brownish grey. Boats coated with this colour have yielded excellent results in all tests made. At 1.60) yards they were absolutely undistinguishable, and difficult to detect at shorter distances. The only drawback is that the paint has to be renewed rather frequently. All the torpedo-boats of the Kiel Division are to appear

A case of flagrant insubordination occurred lest month at Gailes Camp, near Irvine, where several thousand Scottish Volunteers were undergoing their annual training. The bandsmen of the 4th Lanark, on the ground that they were not allowed sufficient pay, refused accompany their battalion to manceuvres. The men were immediately put under arrest, and on the return of the battalion to camp were paraded before the commanding officer. In the course of a short speech the latter told them their conduct was disgraceful, and directed that they should be dismissed with ignominy from the regiment. The sentence was carried out immediately, the facings being torn off their tunies and the men-drummed out of camp.

Nadar, the great photographer of Paris, recently told an interviewer about some of bis Royal sitters. The German Emperor seems to be one of the most difficult. He never allows the photographer to suggest or rearrange the pose. "I tried it twice," says Nadar, "protesting; Your Majesty, the light is not good thus; kindly look in the other direction." But be replied curtly each time: 'I want you to take my portrait just so.' With that system he frequently gets twenty negatives made, all bad in some respect, and he rejects them all. peculiarity of his is that he has no picture information. look in his eyes. He wants to be martial. He may have been chatting, laughing-and he can be a good comrade when he wants to-but the minute he gets in front of the camera he stares at it, right in the eye, as he would to cow an

A military contributor writes to M.A.P. saying that Mr. T. P. O'Connor in his recent paragraph about Sir Henry and Lady Blake omitted to mention that the latter is a great. In a leading article the St. James's Gazette | naturalist, passionately devoted to animals of draws attention to a statement which recently all kinds, and generally surrounded by a perfect Blake, who, by the way, has written many interesting articles on West Indian insects. particularly on fireflies, possessed a tame tiger cat, which reamed about the grounds at wi "I do not know whether that tiger-cat still lices, but he was once the hero of a very moving incident," adds the contributor, "during the days of my service in Jamaica. During a Government House ball a gay subaltern and a maiden fair wandered forth into the grounds, no doubt with a view to improving their astronomical knowledge. Presently they espied a rustic seat beneath a spreading tree, and sat down upon it, little reckoning that underneath was stretched the tiger-cat fest asleep. The lips of Mars were all but in conjunction with the lips of Venus when the tiger est awoke from dreams of his native fastnesses. Perhaps he, too, wished to study the heavens, and was annoyed at finding his view obscured; or possibly it was merely his playfulness, but any. way he stretched up a paw between the bars of the sent, and—shall we say?—clung to the by a feminine shrick and a low, spitting snarl; fine fiesh, and as the supply of these crustaces the lady stood not upon the order of her going, is considered plentiful for many years to come, but went swiftly towards, the house. But it | and the cost of same very low indeed, there is, was some time before the subaltern could tear in the opinion of our Belgian contemporary, himself away from the suchanted spot, and when he did it was only to plunge into a neighbouring thicket, whence he issued fervent appeals to all and sundry to bring him a gun and an overcoat"

COLLEGE OF MEDICINE.

A meeting of the General Council and students of the Hougkong College of Medicine for Chinese will be held in the Legislative Council Chamber to-morrow at 12 noon when His Excellency Sir W. J. Gascoigne, K.C.M.G., will present the diploma of the College to the following students who have completed the curriculum of study and passed the professional examination :- Too Han Kee (with distinction), Lan Lai, Lee Yie Sae, Ho Ko Tsun and Chan Pal Kweng.

TELEGRAMS.

"DAILY PRESS" SERVICE FAR EASTERN AFFAIRS.

FROM OUR SPECIAL CORRESPONDENT.

London, 25th August, 7.30 p.m. THE FRENCH AT KWANCHAUWAN. The French authorities are considering the project for establishing a naval base at Kwanchnuwan, between Nivet and For

REUTER'S SERVICE.

Bayard, involving a cost of £1,250,000

LONDON, 23rd August.

AMERICAN LAWN TENNIS. The American doubles won by the Doherty brothers, reported on the 15th instant, was in Long Island (New York) Tennis Championship competitions.

CAPE PARLIAMENT. The Cape Assembly has passed the second reading of the Parliamentary and Financial Indomnity Bills. Rt. Hon. Sir J. Gordon Sprigg. Premier, said that he believed martial law would be repealed a week hence.

JAPAN AND CANADA. The Times Ottawn correspondent states that Count Komura, Japanese Minister of Foreign Affairs, has sout the Canadian Government strong protest against the restricted legislation enscied in British Columbia, which the Federal authorities will undoubtedly disallow. DROUGHT IN AUSTRALIA ENDED.

and Queensland has broken. KILLED BY LIGHTNING. The prothers Fearon, one a Hammersmith clergyman and the other au Inspector of Factories, have been killed by lightning on

The pretracted drought in New Bouth Wales

the Wetterhorn. A BYE-ELECTION. Mr. H. W. Forster (Conservative) has been re-elected for Sevenoaks with 5,338 votes against Mr. Morice (Liberal) with 4,442 votes.

London, 24th August.

FRANCE AND ABYSSINIA. His Highness Ran Makonnon of Abyssinia has terminated his visit to France, and has embarked at Marseilles for Aden. BEDATED NEWS.

Mozers. Bruce sod Lewis Lowis . two mission tries belonging to the Chira Inland Missionary Society have been beaten to death by a mob in the Province of Hunan. The affair never in a horry to pay, I am told. A ness of the district making it difficult to obtain

> THE CIGAR-OPERATIVES' STRIKE. IN MANILA

The latest news to hand from Mapile brought by the Perta-reveals some startling developments in connection with the strike of the cigar-operatives. It appears that the men were willing and anxious to return to work but they were intimidated, and threatened by the instigator and originator of the strike. Incrimating evidence, in the shape of letters, having been found on persons of a certain man's emissaries (who are all under arrest), a warrant was issued, and he was arrested and lodged at the the Parisn Street police station He is to be tried by Judge Roxas at Passy and it is now confidently asserted that the removal of this arch agitator from the arms of contest will a codily bring the strike to an end.

ROBINSON CRUSOE'S ISLE.

The small island of Juan Fernandez, home of Robinson Crusce, the friend and here of our childhood, now acquires, according to a report in the Bulletin Commercial, a certain industrial importance. This island, situated in the Southern Pacific, about 950 kilometres, or 590 English miles, from Valparaiso, is about 15 miles long and 8 miles wide, and has a very good notural harbour where even vessels of large draught cenauchor with safety. Under Chilian jurisdiction, a large cannery has recently been established for the packing of fish, lobsters, and crabs, which are said to be not only very abundant but also of excellent quality. The lobsters are reported to be of immense size and very every chance of success for the establishment of up-to-date camparies. As a further source of income is mentioned, the catch of a kind of seal which abounds in Juan Fernandez and some of the neighbouring islands, the skins of these snimals meeting with a good market in Valparaiso at any time. There are numerous springs of excellent water in the island, and cost of living would be abnormally cheap, as fruits and vegetables can be grown almost without attention.

LATEST STEAMER MOVEMENTS. The silk or N.P. steamer Glenogie arrived in Now York on the 14th inst.

The H.P. steamer Duke of Fife left Yokobeens for Trooms on the 26th inst. The P. & O. steamer Naskia left. Singapore for this port on the 25th lest, at 11 am.

THE ST. LOUIS EXHIBITION.

The United States Government and the directorate of the St. Louis World's Fair are evidently determined that this undertaking shall be the greatest international exhibition the world has ever seen. They have sent out commissioners to all foreign countries, who are under the charge of three Commissioners-General, respectively, to Asia and Australia; to Europe, and to South America. Mr. John Barrett, who was formerly United States Minister to Siam and a correspondent of the Hongkong Daily Press during the Spanish-American War), has charge of the first division : Mr. Thomas W. Cridler, late Assistant Secretary of State, of the second; and Mr. W. I. Buchanen, late United States Minister to the Argentine, of the third. Commissioner-General Barrett arrived in Hongkong on Saturday and, after visiting Foochow and Canton, will probably proceed to Sism and the Philippines, and then to Australia and New Zealand. After he has done with the Colonies he will return to Indo-China to inspect the Exposition at Hanoi, and then go on to the Straits Settlements, Java, Burma, Ceylon, and India. He has recently completed negotiations with the Governmen s of Japan, Corea, and Chius. The Emperous of each of - these countries accorded him andiences and he lus conferred with leading Ministers and Viceroys. Yesterday, the Hon. W. A. Rublee, United States Consul-General, presented him to H.E. the Ac ing Governor, Major-General Gascoigne, and the Colonial Secretary, the Hon. F. H. May. He will further discuss with the local officials the possibility of Hongkong making some kind of a display at St. Louis, and it is hoped that when the advantages of such an exhibit are fully realised, the local Government will authorise some action to be taken. The Commissioner-General's idea is not that Hongkong shall undertake to show her articles of manufacture, which are quite limited, but that she should show her strong commercial position in relation to the coast of Chins and Asia and to the Philippines, in order that there may be a better appreciation in America of her

In mentioning some features of the World's Fair, Mr. Theodore Hardee, Secretary to the Commissioner-General, stated that it was called the "Louisiana Purchase Exposition," because it will celebrate the one-hundredth anniversary of the purchase from France by the United States of the "Louisiana Territory" in 18 3. This territory comprises an area exceeding one million square miles and its acquisition did more than any other influence to make the United States a great nation. It will open, however, in 1904 instead of 1903 out of deference to the wishes of loreign countries who have indicated to the United States Government they could not get ready for 1903. The date of spening will be April 30, 1904, and that of closing December 1 of the same year. Over six million pounds sterling will be expended in making it surpuse the exposition at Paris in 1900 and that at Chicago in 1893. The ground area will obver nearly 1,200 acres and the buildings wid be the largest ever constructed. Ht. Louis is the fourth city of the United States in population and the second railway central. Seven hundred thousand people live within its limits. It is situated on the Mississippi river about four hundred miles south-west of Chicago and is in the very heart of the United States. In many respects its location is superior to any other city in the country for an exhibition.

CHARTERED BANK OF INDIA. AUSTRALIA AND CHINA.

An extraordinary general meeting of the above company was held at the Cannon Street Hotel, London, R.C., on the 22nd alt., Mr.

J. H. Gwyther in the chair. been read, the Chairman expressed his regret at having had to call a meeting that day, but their charter compelled it, and they had to abide by the law. The following letter had been addressed to the First Lord of the Treasury: "The general public in Hongkong, European and Chinese alike, object to receiving payments of even moderate amounts in cash, a reason, no doubt, being due to the unwieldy nature of the silver currency. In consequence of this, the demand for bank-notes has increased to such an extent that, especially during the time of the Chinese New Years, great difficulty is experienced by the manager of the Hongkong branch of this Bank in meeting the requirements of his customers. The limit for note circulation at that branch under the existing charter is not sufficient to enable us to cope with the demands of the community. The matter is one of public convenience, and we therefore ask your lordships to consider our request that we should be authorised to issue bullion equal to the whole value of such excess issue for the time being actually in circulation. Under the conditions of the proposed arrangewere accorded. The benefit to the colony, husiness transactions promoted generally."

manimously. This concluded the meeting.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.]

A PASSENGER'S COMPLAINT.

TO THE EDITOR OF THE "DAILY PRESS." Hongkong Hotel, 20th August. SIR,-I should feel much obliged by your inserting, in the interest of the travelling public, the following account of my voyage from Bombay to this port in the Austrian Lloyd s.s. Nippon, which arrived here last

night via Colombo, Penaug, and Singapore. The Nippon, a fine large steamer of 8,000 tons, is now on her maiden voyage from Europe to Japan; it is a cargo-boat with so-called singleclass accommodation for passengers, which really means second-class, her cabins accommodating 20 persons. . .

From Bombay to Colombo I was the only passenger, and felt on the whole very satisfied with the ship, its accommodation, and quietnoss. At this first halting-place, our passenger list was increased by an English lady with her baby and ayah, bound for Penang in the saloon and some Enropean and native deck-passengers. These left us on arrival in the following treatment at the hands of the Penang, when a Chinese lady with baby and Austrian Lloyd S.S. Company, 'As the Nippon ayah took the place of her paleface was to have no more Chinese passengers on her sister besides a couple of hundred of Chinese voyage from this port to Yokohama, I decided deck-passengers. But the latter all remained to continue my journey in her. She was on the afterpart of the ship, and left me the duly advertised to sail on the 22nd inst., but forepart for promenading. We left Bombay there was on the following day not the slightest on the 29th July, and arrived on the 10th inst. at Singapore, from which port my trials commenced. We were to leave Singapore on the | would not commit themselves by naming day morning of the .4th inst., and having been out | and hour of departure, and referred me to the to dinner the night previous, I did not come on board till late at night. I went straight to that she would not sail till Monday, and if my cabin downstairs, where a veritable pandemonium reigned. The passages were filled day they might be able to give me some up with boxes and cases of every description, information about the sailing time. I menwhile a savage and aweating horde of Mongolisus was harrying to and fro smidst the most frightful din and uproar, carrying ever more baskets and boxes, and all the paraphernalia of Chinese travellers. The cabin opposite mine was occupied by a Japanese gentleman and two ladies, who all through the voyage conducted themselves as such. But from some of the other cabins toe most pnearthly sounds and noises emanated; shrill yells from the Chinese babies and all sorts of throat-noises from the men! With the help of the chiefofficer, a certain amount of quiet and peace was restored; but he informed me that they were cabin-passengers, and that he had no power to interfere too much with them. With a few interruptions the noise lasted the whole night, and when I woke up after a bad night we were already under way. It did not take long to transform the passenger accommodation, hitherto looking like the abode of "white men," into a veritable pigsty. The addition of a dozen Chinese cabin-passengers, including children, with all their servants and hangers on, made our quarters resemble a Chinese back slum. As the Chinese had their

consumption of fruits and sweets, and with the refuse of the same the floor was littered. The bathrooms and lavatories were used for the most disgusting and ludicrous purposes, until one of each of these were exhasively reserved for the use of myself and the Japanese. The female portion of the Chinese passengers never stirred from the accommodation downstairs, noither did the babies; while the male and female servants remained there also most of the day and night, sleeping either on solas or deckchairs in the passages, carrying with The notice convening the meeting having them, from their occasional visits to their friends on deck, all the dirt and filth inseparable from hundreds of cooped-up Chinese. The steach of all these unwashed barbarians, coupled with the smells of Chinese food, and the opiu m fumes emanating from some of the cubins. became at last in this badly ventilated locality. well-nigh unbearable. The chief officer-who on board these steamers is in charge of the passengers-did his best to improve matters, but what can one do against the passive resistance of the heathen Chinec !- That officer has other duties; besides, with 700 Chinese cooli es

there was a continual carrying down of great

quantities of rice, accompanied by large trays

of the most evil-smelling messes and unholy

stews which it is possible to imagine; while the

intervals of meal-times were occupied by the

done by another Company. authorised to apply for and to take all such steps | boot, I have a right to expect treatment on extension by supplemental charter or otherwise to such disgraceful surroundings as was the of the Bauk's powers under its present charters | case on board the Nippon. Paragraph 3, of as will enable it to increase the amount of its the "Internal Regulations" displayed in a issue of promissory notes above the amount of conspicuous place in the sleeping accommoda-\$3,000,000 authorised by its existing charters." | tion downstairs, says :- "It is not allowed to Mr. Levits seconded, and it was carried lie down with boots or shoes, either on the sofas or the beds; neither is it allowed to keep luggage in the seloon to embarrace the private

cabins, or to apoil the books, furniture, and l utensils of the ship " But I wonder whether it is allowed for unwashed Mongols to lie down with their dirty feet, and perhaps dirtier clothes. on the pluel covering of the ship's sofas? 1 am almost certain that the damage done to the furniture and utensils of the ship by the Nippon's Chinese cabin-passengers (?) will not balauce the 825 a head passage-money. is condemned out of its own mouth I think, for paragraph 12 of the Internal Regulations says:

.... Passengers having a right to be treated like persons of education will no doubt conform Gidley, was placed in the dock on a charge of themselves to the rules of good society by respecting their fellow travellers," etc. If the Austrian Lloyd considers it consistent with this right of their passengers, and with the rules of good society, that her Chinese passengers continually offend the sense of decency and propriety of their European fellow-passengers by a disregard for the first sudiments of civilisation, then I have nothing more to say, except that the Internal Regulations should be amended to this effect, in order to avoid misconception .- Yours, etc.,

J. N. KALFF. P. S .- Since writing the foregoing, I received evidence that she would leave Kowloon Wharf either that day or the next. The ship's officers agents. By them I was informed on Saturday was passing there during the morning of that tioned to the agent that I intended to pass the Sunday with some friends in the Peak, but that I wished to be guaranteed against being left behind. No, there was no danger of that coming to pass, and I was assured that I could safely spend the day in the Peak, which I accordingly did. I took the 10.30 p.m. ferry on Sunday night, but found on arrival at Kowloon, no Nippon. Thinking she had gone into the stream, I returned to Hongkong, and took a sampan, whose skipper assured me confidently that "Me savvy Nippon big ship, four masts." After an hour's unsuccessful search in the roadstead, I returned to shore, where I roused up the Chinese stevedore of the Company, from whom I learned that "Nippon gone away fo' c'clock." On arriving at the Company's office on Monday morning, 1 was met by a hearty laugh from the agent, who considered the whole thing evidently as a joke, and informed me that such things would happen; that he had had no idea on Saturday the ship would be ready so soon; that they were really not responsible, as these ships were not properly speaking passenger-boats etc., etc., but that he would return me the passage-money, and that I would even that day food brought to them by the Chinese cook,

find another steamer. .Here I had been specially waiting for this ship, and at the eleventa hour was simply left in the lurch by the responsible representative of: the Company, who was aware of the name and residence of the friends I was passing the Sunday with at the Peak. But all my representations that my ticket implied a contract | which they could not break at will, and in such an unjustifiable and anbusinesslike way, met with a non possumus from even the head of the house, who coolly stated that on principle he refused to accede to my request, sir, to send me to my place of destination at the Company's expense; no, all he could do was to refund me my passage-money! Now, sir, what is one to do in such a cynical illustration of the right of the strongest?

J. N. K. We omit some portions of our correcpondent's letter, partly from reasons of space.

A GREAT PUMPING FIRM.

J. & H. Gwynne, Ld., of the Hammersmith Iron Works, have just completed the erection of the pumping engines for the Canada-Huskisson Dock, Liverpool, the property of the Mersey Docks and Harbour Board. These engines on board, one is perforce compelled to compro. deliver 1,200 tons of water per minute, and mise, and if the Company puts the passengers on have passed a very satisfactory trial. This is board, it is not for the ship's officers to remove | the fifth large set of dock pumping-machinery them from the accommodation for which they have supplied to this Board, the total have pad, but which, I believe, under the pumping power of the installations being about circumstances in question, would have been 5,500 tons (1,210,000 gallons) per minute, which is the equivalent of some five times the volume. It is the Austrian Lloyd Co. which is to of water in the Thames at Hampton Court. blame here, and I consider it nothing short but | For the same authority, Messrs. J. & H. scandalous, that this Company, under contract Gywane are at present engaged in construct. with the Imperial Government of Austria, from ing the sand-pumping machinery for the large as provided in our chater against the coin or which it receives a heavy subsidy, should saction dredger now being built by Messre. subject its passengers to herd with coolies. Vickers, Son & Maxim at Barrow, the duty of and subject them to surroundings on board its | which is to raise sand at the rate of 4,200 tons steamers which could not be worse on a per hour. Amongst the other important coolie carrying boat in the coast trade. It is contracts recently executed by this enterprising accrue to the bank if the privilege we now ask in my opinion grossly unfair that the Company, or at present in hand, are the should advertise, without any comment, that she | pamping engines for the Government Docks has accommodation for passengers, without at Bombay (replacing those by another as cash payments will be greatly facilitated and mentioning that she takes Chinese coolies, or manufacturer); the Euskaldma Docks, Bilbao worse, also as such; if they had, informed me and Buenes Aires Waterworks; and for the Continuing, the Chairman said they would beforehand of what I had to expect in this new dock now in course of construction by the then see that the company was acting pro bono regard I could have no cause for complaint of London and South Western Railway Company publico. (Applanse.) He would now read the course; but when I take passage with an at Southampton. This last is to be one of the resolution. That the Court of Directors be European S.S. Co., and a mail steamship to largest graving docks in the world. They have as they may deem expedient to obtain such an board as an European, and not to be subjected &c., &c., and additional machinery for the

BEWARE of the Party offering imitations of MACNIVEN & CAMERON'S PENS. "They come as a boon and a blessing to men," The Pickwick, the Owl, and the Waverley Pen Sold at all Stationers. MACHIVEN & CAMEBON, LAd., Waverley Work,

POLICE COURT.

Tuesday, 26th August. BEFORE MR. F. A. HAZELAND (POLICE

PRIBON-BREAKING.

MAGISTRATE).

Wong Hoi, a prisoner who escaped from Victoria Gaol on 27th September, 1888, by In the presont instance, however, the Company climbing a 30-foot wall and dropping down on the other side-a feat he accomplished, remark. able to relate, without sustaining injury-and who was arrested on the 16th inst. by Inspector breaking prison. There was another charge against the defendant of stealing a pair of transers from Victoria Gael, and his Worship decided to hear it first.

The warder who was in charge of the gang in which the defendant was working at the time of his escape gave evidence of identification and said he found the defendant's prison trousère, bearing his registered number, 213, lying near the wall which he scaled. The missing pair was taken from the tailor's shop, in which the defendant had been employed.

Sentence was deferred and the first charge against the prisoner proceeded with. He pleaded

James Sinuott, acting chief warder in Victoria Gaol, produced the committal warrant, dated 8th March, 1898, and bearing a santence of twelve months hard labour for returning from banishment.

Another warder said that when the defeudant's escape became known the prison yard was searched, but without result. He then went outside the prison and found a pice of timber about fourteen feet long. The supposition was that the defendant bridged the gap between the ledge to which he had climbed and the boundary wall by means of this pole, and afterwards thrown it down outside. search was made for the escaped man, but ended fruitlessiv

The defendant was committed for trial on the first charge and sentenced to a month's hard labour on the second.

THE STOCKS AGAIN. Some little time ago his Worship sentenced coolie who had been convicted of theft at the Hunghom Docks to be exposed in the stocks for a space of two hours, as a means of putting an end, if possible, to the petty larcenies that frequently take place there. Yesterday another coolie who pleaded guilty to stealing three yards of canvas belonging to the Dock Company was sentenced to three weeks' hard labour and also ordered to be exposed in the stocks for a couple,

SHIPPING SUBSIDIES.

Messra. Alfred Helt and Co. write as follows

to the Times :-It is greatly to be hoped that shipowners will not be tempted to barter their birthright of free trade for a chance in a scramble for a mess of pottage in the shape of subsidies. The mercantile marine has been built up by, and depends upon, the free trade system; and though, no doubt, shipowners who advocate shipping subsidies do not propose similarly to help by protection other harassed industries, it would prove impossible to confine pretection to single trade. "I sm in favour of free trade, Mr Cobden, in everything except herrings," said the herring dealer; but, unless the principle be rigidly agnered to of not dipping into the taxpayer's pocket to benefit any individual interest, the result will soon be a competitive attack upon the Treasury such as is believed to be made at Washington by powerful trade combinations, in which the welfare of the general public passes out of view altogether. Protection in other industries must diminish the amount of cargo moving, and the carrying trade will suffer proportionately. It is often urged while subsidies are in themselves undesirable, the action of foreign nations compelling us to follow them in this policy if we are to keep our shipping industry alive. But the shipping trade, so far from being nearly extinct, has (though at the moment depressed) passed through within the last four years one of its periods of greatest prosperity. That the foreign subsidising system is vexatious we well know, for our line (of cargo steamers to the Far East) has for years had to compete, while itself unsubsidised, with French, German, Dutch, and Japanese subsidised times. But before a policy of retaliating subsidies is rushed into, the following

points need to be weighed. 1. Is shipping the only industry injured the victors tiscal arrangements of foreign countries? Could not, and would not, many manufacturers and others who suffer foreign turiffs put in a strong plea for similar help if the taxpayer were induced to endow

2. Would the proposed remedy strengthen British shipping? There is much experience to show that public doles are, demoralising to an industry, as eleemosynary help is to an individual, and for similar reasons. In the long run we shall be the stronger for walking with-

out a crutch. What practical proposal can be made: Either all British shipping must be subsidised, which, to be effective, would involve an anthinkable charge upon the taxpayer, or the doles must be given sporadically, presumably, to those who can best prove their need for them. pleasant and dignified for a shipower to have to teave his office and spend his time in the lobbies endeavouring to convince politicians that he in particular is being nearly ruined by foreign And it must be remembered that every subsidy given to one selected shipowner acts as a positive injury to the unsubsidised. Practically, would the great body of shipping stand such selective subsidising: It often seems to be assumed that only passenger lines are worthy of consideration, perhaps because they come most prominently before the general public and their name sounds most familiar; but usually cargo shipowners have a harder struggle, and they render an equally important national

What, then, it may be asked, can be done to remedy the hardships which it is admitted that foreign enbaides inflict? Certainly no such expedient is to be thought of as he revival of the Navigation Laws, those products of the dark eges of commercial policy, nor the imposition of differential dues upon toreign Vessels or differential duties on grand imported in them. The true shipping poricy is to meet bed foreign fiscal methods with enlightened British methods, eliminating such elements of subsidising as have found their way, contrary to our general principle, into even our own arrangements made ostensibly for purely postal purposes. Just as protective tariffs should be lought with free imports, so subsidised should be fought by unsubsidised British enterprise. Buch a policy requires patience, but there is absolutely nothing in the present state of the 1939-3 shipping world to make us despair of its success.

EASTMAN'S

KODAKS. FILMS.

AND ACCESSORIES

DEVELOPING AND PRINTING UNDERTAKEN GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,

PHOTOGRAPHIC ROAD CENTRAL. 17A. QUEEN'S

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902. RUSSIA'S MARITIME NAVIGATION.

The greater the maritime commerce and the greater its preponderance in the general commercial movements of a country, greater also is the importance of maritime navigation.

Russia seems to be in this respect in a very favourable position, because two-thirds of it exported goods are exported by sea, and more than 50 per cent. of the imported goods also come by way of the Russian seaports. In 1897 goods to the value of 516,200,000 roubles were imported into Russia, and of this amount 299,000,000 roubles came by sea. It is evident, St Petersburg, 1,374,000 tons; Rigs, 1,018,000 consequently, that a great career is open to the Russian Mercantile Navy. At present, however, the progress of maritime navigation under the Russian flag is still insignificant, and Russian ships represent only 8 to 10 per cent. of the tennage of foreign ships of distant navigation. English ships take 33 per cent. of the total tonnage; Germany 11.8 per cent., Danish 12 per cent.; and Scandinav.an 10 per

The little progress of the Russian mercantile navy can be easily explained by the circumstance that for a long time Russian commerce was of a passive character, and up to the present it is still in the hands of foreigners. Besides, navigation in Russia came into existence much later than in other countries, and Russia had to start on a new career where her strong and experienced rivals have already advanced greatly.

The Russian Government has always attached great importance to her commercial navy. Since Peter the Great various measures have been taken to consolidate this branch of trade, and this sovereign and his successors endenyoured to make navigation under the Russian flag profitable to their subjects, prescribing a reduction in the duties on goods imported by Russian ships. A similar measure existed in France until the middle of the last century, but was abrogated in Russia much sooner-at the end of the 18th century-as a consequence of commercial treaties concluded on the principle of entire reciprocity. As a substitute for this loss of advantages the Government used to pay for some years—between 1802-1816—bounties to ships sailing under the Russian flag, but later, us this measure had little influence on the development of the Russian navy, it was abrogated, and the system of protection was, superseded by free trade.

in 1830 an important step was taken, but only came into practice in 1845. It was to the effect that coasting navigation should only be carried on in Russian ships. This law, with a series of many favourable conditions, such as the building. of ports with railway communication, resulted in the development of commercial navigation and the increase of inland trade in which Russian ships alone participated. In 1897 the small Russian coasting vessels have transported-exclusive of those on the Caspiun Sea-36,000,000 cwt. of various goods. Since the promulgation of this law the privileges of vessels under the Russian flag have increased. This new law, which entered into existence on January 1st, 1900, extends the privilege to large Russian vessels, plying between St. Petersburg and Odessa, or St. Petersburg and Vladivostock. The only exception concerns salt, which, as previously, can be transported under foreign flags between the Black Sea and the Baltic.

In the latter half of the 19th century, the Russian Government made great efforts to encourage steam navigation, having a regular service in European waters, and in the northern and southern seas to establish communications with their possessions in the Far East. The first and most important of these enterprises was the Russian Steam Navigation Company, started in 1856 with a Government subsidy and free grants of land on which to build docks, quays, etc., and also giving them a sum of money each time the journey was made under the prescribed time. In the beginning, the Government paid this Company 1,900,000 roubles, but in 1891 the conditions were changed, the Government allowing the Company 616,000 roubles a year to establish a regular service of steam vessels between the Black Sea and Alexandria in the Mediterranean. At the present time this Comp.ny possesses 77 PER CASE steamers, totalling 145,860 tons. The second Steam Navigation Company was

started in 1875, partly with the help of the Government, but for the most part, the money was raised by national subscription when Russia was threatened with an European war. When the danger of war was over, the four vessels thus obtained were presented to the Government under the administration of the Minister of Marine, and with them was started the company known as the Volunteer Fleet. This company has now 14 vessels with a tonnape of 47,000 tons, and a Government subsidy of 600,000 roubles per annum. The Government also gives subsidies to several other steamhoat companies baving a regular service in the North, the White Sea, and Arctic Sea; in the South, the Caspian Sea and in the Far East. In 1900 it cost the Government 2,556,000 roubles.

Beside these companies, there are others having no Government subsidy, and number increases in proportion with the increase of commercial activity. Three of them. the Russo-Baltic, the Oriental Asia, and the

Russia, were started on a capital of 8,000,000 roubles. The Government favours these companies by allowing them to buy foreign ships. and in exempting them from all custom duties. Special favours are shown by the Government to ships travelling to the East by the Suez Canal; in paying their canal duties, which amounts to 600,000 roubles yearly.

In conclusion, we will give some statistic data concerning the Russian commercial navy On the 1st of January, 1897, the number of large vessels under the Russian flag were 11,005 with a tonnage of 9,062,000 tons. Of this total, Sea of Azov and the Black Sea alone account for 5,274,900 tons. The following are the principal Russian seaports, with the tonnage of their vessels :- Odessa, 1,719,000 tons tons; Bateum, 869,000 tons; Nicolaeff, 682,000 tons; Taganrog, 589,000 tons .- Russia.

NEW YORK POLICEMEN.

Next to the amount of attention paid them by

the Press and public the most astonishing thing about the New York policemen is their wealth and the number of outside interests they con trive to combine with their profession. A trial that is still going on has produced some interesting statistics on these points. One sergeaut. who owned up to being worth £37,000, declared that he had made his money by speculating in diamonds and paintings and on the race-course. An inspector, with just under £60,000 to his credit, put it all down to "luck on the street." captain, who was believed to have over £100,000 at his bankers, admitted that he had made a good deal out of real estate, those he lived in an £8.000 house, and was the owner of several tenements. Two other captains estimated their fortunes at £40,000 apiece, one of them adding that to lose £2,000 at a single race. meeting "did not worry him any." In all of. these replies there was probably some truth. more at any rate than in the answer of the inspector who informed the Lexow Committee that he had made his money by "dealing in cornerlots in Japan." A man who joins the New York police has from the start a chance of adding to his pay. There is, to begin with, the blackmail exacted from SSTOODS, CHROLM. houses, pool-rooms, bucket shops, and gambling dens. The New York patrolman never connives at illegality except on a cash basis. As he gets promotion he may fly at higher game. More the one policeman there has laid the foundation of his fortune by arrest. ing some prominent financier and then releasing him in exchange for "a sure thing" on Wall Street. Others make a point of loitering about the hotels and picking up tips from the politicians and brokers who frequent them. Some such devices they have to adopt, as whenever I smmany is in power it costs a man £80 to get placed on the police force, £360 to become a sergeant, and in some cases not less than £3,000 for the post of captain-besides the "campaign

"YEBISU."

contributions" he is expected to make.

THE FAMOUS

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LIGHT.

PALATABLE.

3 DOZEN PINTS ... \$15

BLACK BEER. "YEBISU"

CASE OF 8 DOZEN PINTS ... \$16.

SOLE AGENTS-

12, QUEEN'S ROAD. NOW READY

DOUND VOLUMES of the HONGKONG B WEEKLY PRESS, JANUARY to JUNE 1902. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office. Hongkong, 25th July, 1902.

Advertisements and Bubscriptions which are not ordered for a fixed period will be continued until Orders for extra copies of DAILY PRESS should

be sent before 11 a.m. on lay of publication. After that hour the supply is limited. Only supplied for Telegraphic Address: Paras. Codes: A.B.C., 5th Ed

Lieber's. P.O. Box, 33. Telephone No. 12.

ADVERTISEMENTS

A SPECIAL BAND PERFORMANCE SPECIAL DINNER at the QUEEN'S HOTEL, Kowloon, TO-MORROW (THURSDAY).

FIRE Band of the 33rd Burma Infanty will play a selection of music during dinner en the 28th inst, at the above Hotel, Tables booked in advance.

at 7.30 P.M.

H. RUTTONJEE, Proprietor. Hongkong, 27th August, 1902.

TO BE LET. BELILIOS

TERRACE: - Also "THE EYRIE," Peak, FURNISHED. For Particulars, apply to-

TURNER & CO. Hongkong, 27th August, 1902. CHEESE! CHEESE! CHEESE JUST LANDED by s.s. "PRINZESS IRENE,"

IMMENTHAL, SWISS, LIMBURG. KROUTOR, BRIE, ROQUEFORT. NEUFCHATEL and CAMEMBERT; Also

FINEST GERMAN SAUSAGES of Kinds, BEST GERMAN PICKLES, FIRST-CLASS ASSORTED FISH ("ABERDEEN") H. RUTTONJEE.

Telephone No. 190. No. 5, D Aguilar Street, Hongkong, Nos. 89 & 40, Eigin Road, Kowloun. Hongkong, 27th August, 1902. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR MANILA. THE Company's Steamship

"LOONGSANG." Captain G. S. Weigall, will be despatched as above on TUESDAY, the 2nd September, at 4.30 p.m.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light. For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers. Hongkong, 27th August, 1902

OCEAN STEAMSHIP COMPANY, CONSIGNEES per Company's Steamer

"DIOMED" are hereby notified that the Cargo is being dis- 10. Ch ness Club Cup, Once round, China

charged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it will lie at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th instant. Optional cargo will be landed, unless notice

has been given prior to steamer's arrival. Goods undelivered after the 2nd September will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd September. No Fire Insurance has been effected. BUTTERFIELD & SWIRE.

Hongkong, 26th August, 1902.

S.S. "LAOS." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

■ YONSIGNEES of Cargo from London. ex s.s. Bagdad, from Bordeaux, ex s.s. Ville de Lorient, and P. Leroy Lallier. in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless imtemation is received from the Consignees before Noon, To-DAY, the 26th instant, requesting it to be landed here. Bills or Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after Tuesday, the 2nd September, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 2nd September, or they will not be recornised.

All damaged packages will be examined on Tuesday, the 2nd September, at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX.

Hongkong, 26th August, 1902.

"INDRA" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL. HE Company's Steamship

"INDRANI" having arrived from the above ports, Consigness of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown height. Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark, and delivery can be obtained as soon as the G. ods are landed, Goods not cle red by the 2nd prox., at 2 P.M., will be subject to rent. No Fire Insurance will be effected by us in

ny case whatever. All damaged packages must be left in the dodowns, and a certificate of the damage Optional Goods will be landed here unless structions are given to the contrary before P.M., To DAY, the 26th just.

JARDINE, MATHESON & CO. Hongkong, 26th August, 1902.

PUBLIC AUCTION.

DAILY PRESS only, and special business matters | THE Undersigned have received instructions from A. Ram, Esq., to Sell by Public Auction.

TO-DAY (WEDNESDAY), the 27th August, 1902, at 2.30 P.M. at No. 2, VICTORIA VIEW, Kowloon, THE WHOLE OF HIS

HOUSEHOLD FURNITURE, Comprising :-TEAK-WOOD SIDEBOARD: DINNER WAGGON. BOOKCASE, EXTENSION LEATHER and in FANCY UPHOLSTERY, the Meeting. CARPETS, MATS and MATTING.

CURTAINS and CURTAIN POLES with BRASS KINGS, WARDROBES, WASHSTANDS, TOILET TABLES. BEDSTEADS, NAPERY and CUTLERY, PLANTS, &c., &c.

Catalogues will be issued. TERMS .- As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 25th August, 1902.

PUBLIC AUCTION. THE Undersigned have received instructions

to Sell by Public Auction, FRIDAY. the 29th August, 1902, at 5.30 P.M. Sharp, on the Polo GROUND at CAUSEWAY BAY,

The full wing PONIES, the property of Major WARREN, R.A.:-Winner of the Nil Desperandum Stakes at the last Race Meeting.

"SHOJI," Cream Waler Mare 14.13. Winner of the Morrison Hill Cap, "Off Day" Races, 1902. "KANGAROO," Winner of Races:

One BROWN MARE 14.14, 6 years old, sound and only lately imported from Australia. TERMS :- As usual. HUGHES & HOUGH,

Auctioneers. Hongkong, 25th August, 1902. HONGKONG JOCKEY CLUB.

THEMBERS who are desirous of subscribing for China Ponies for forthcoming meating and who have not already sent their names in, will please communicate with the undersigned.

A. S. ANTON. Acting Clerk of Course, Hongkong, 25th August, 1902,

HONGKONG JOCKEY PROGRAHME FOR THE 1903 · MEETING.

FIRST DAY. 1. Wong Nei Cheong Stakes, Five Furlougs, Hongkong Waters. 2. Valley Stakes, 4 Mile, Chin Griffins. 3. Maiden Stakes, 4 Mile, Waler Griffing, 4. Victoria Stakes, One Mile, China Ponies. 5., Foochow Cup. 2-mile post once round and in, Open Walers.

6. Derby, One and a half Miles, Waler Griffins, 7. Lucitano Cup, On Mile, China Griffine, 8. Club Cup, One and a half Miles, China Ponies.

9. Encouragement Stakes, One Mile, Waler Griffins. Griffius,

SECOND DAY. Flyaway Stakes, Seven Furlongs, Waler

3. Professional Cup, One and a half Miles. Open Walers. 4. German Cup. One Mile and a quarter. China Griffing. Garrison Cup, One Mile. Water Griffins. 6. Jockey Cup, One Mile. China Griffins. 7. Great Southern Stakes, 2-mile post once

round and in China Ponies. 8. Navy Cup, One and a quarter Mile, Hongkong Walers. 9. Hongkong Stakes, One Mile and a half.

China Griffins 10, Tai Yenk Fong Cup, Once round, China

THIRD DAY. 1. Spring Stakes, 2-mile post once round and in. China Griffing, 2. Grand Stand Stakes. One Mile and a quarter, Waler Griffips,

Challenge Cup, One Mile and three quarters, China Ponies. Ladies' Purse, One Mile, Hongkong Walers 5. Blake Challenge Cup, One Mile, China Griffins

. The Parsee Cup, One Mile, China Ponies. . Phaeton Stakes, ? Mile, Waler Griffins. 8. Champions, One Mile and a quarter, China Ponies. 9. Waler Champions, One Mile and a quarter, Open Walers.

10. Nil Deeperandum Stakes, & Mile, China Griffins.

WEIGHT per inches as per Hongkong Jockey Club Standard. Subject to penaltie for winners and allowances for Non-Winner and Griffius as may be determined by th Sfewards hereafter.

"HONGKONG WALERS" means Walers imported into Hongkong in any year as "Subscriptions" or "Derby Griffins. "WALER GRIFFINS" means all Walers imported into Hongkong in 1902 as "Subscription Griffins."

"OPEN WALERS" means all Walers imported into Hongkong in any year as "Subscription " or " Derby Griffins"; Walers not exceeding 15 hands I inch first raced in Shanghal as " Subscription Griffins," and all Walers imported into Hongkong before August 1st, 1902, not exceeding 15 hands 1 inch in

"CHINA GRIFFINS" means all China "Subscription Griffins." "CHINA PONIES" means all China Ponies not exceeding 14 hands 2 inches in

By Order of the Stewards, A. S. ANTON. Acting Clerk of the Course. Hongkong, 23rd August, 1902.

TEAMSHIP "TINGSANG" GENERAL AVERAGE.

ATCTICE IS HEREBY GIVEN that btained from the Godown Company within Cargo short received, must be submitted to the on days after the vessel's arrival here, after Adjuster Mr. F. S. FULCHER (of the China Traders' Insurance Co.), Hougkong. on or before the 15th September next, after which date no Claims will be recognised.

JARDINE, MATHESON & CO., General Managers INDO-CHINA S. N. CO. LD. Hongkong, 14th August, 1902.

HONGKONG HOTEL COMPANY,

LIMITED. NOTICE.

FITHE ORDINARY HALF YEARLY MEETING of SHAREHOLDERS! will be held at the COMPANY'S HOTEL, THIS DAY (WEDNESDAY), the 27th AUGUST, 1902, at Noon, for the purpose of Receiving a Statement of Accounts of the Company to the 30th June, 1902, with the Report of the Directors, and to discuss any DINING TABLE, COUCH and CHAIRS in matter that may be competently brought before

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive. By Order of the Board,

C. MOONEY, Hongkong, 27th August, 1902. EDWARDS, PIRY & CO., LTD.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the above Company will be held at the OFFICES of the about 3,500 tons. Company, No. 1, Duddell Street, at 4 P.M., TO. DAY (WEDNESDAY), the 27th August,

EDWARDS, PIRY & CO., LTD. T. EDWARDS,

Manager. Hongkong, 21st August, 1902. "BRUMBIE," Bay Waler Gelding 14.14. THE HONGKONG AND KONLOON WHARF AND GODOWN COMPANY, PROCKHURST, at the PRAK. LIMITED.

NOTICE TO SHAREHOLDERS.

N INTERIM DIVIDEND at the Este of 4 per Cent. (I'wo Dollars per Share), for the Six Months ending 30th June, 1902, will be paid to those Persons who are Registered as Shareholders in the above Company on the 30th August, 1902. The TRANSFER BOOKS of the Company wil be CLOSED from the 27th to the 30th in tant, both days inc usive.

Secreta: v. Hongkong, 21st August, 1902. THE PUNJOM MINING COMPANY, LIMITED.

EDWARD OSBORNE.

NTOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the above named Company held on the 18th day of August, 1902, it was resolved that the following Ordinary Shares of the said Company, the distinguishing, Numbers of which are hereunder written, be, and they were unly FORFEITED in Accordance with Article No. 28 of the Articles of Association of the said Company. Notice of the liability to FORFEITURE of these SHARES appeared in the Hongkong

Local Newspapers from the 8th day of July to the 25th day of July, 1902. NUMBERS OF FORFEITED SHARES. 2559/2583 4233/4234 12273/12297 12097/12706 21433/21447 22100/22121 25849/25948. .35592/35691 38154/38163 36142/36166 38269/38272

49368/49392 55291/55340 55391/55490 57502/57526 W. KERFOOT HUGHES, Acting Secretary. Hongkong, 20th August, 1902.

CAMPBELL, MOORE & COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. 2. Exchange Plate, & Mile, China Ponies THE SIXTEENTH ORDINARY ANNUAL MEETING of SHARE. HOLDERS in the above Company will be held in the COMPANY'S OFFICE, No. 29. Queen's Road Central, at 4 P.M., on TUES-DAY, the 9th SEPTEMBER, 1902, for the purpose of receiving the Report of the Directors with a Statement of Accounts to the 31st December, 1901.

The TRANSFER BCOKS of the Company will be CLOSED from the 26th August to the 9th September, both days inclusive. By Order of the Board of Directors,

M. A. A. SOUZA, Secretary. Hongkong, 22nd August, 1902.

NOTICE THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 302, dated 22nd . September, 1883, of the Five Shares Nos. £986/8990 in this Company, standing in the name of MR. TANG A LOK, of Hongkong. has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.

Dated 25th August, 1902. GEO. L. TOMLIN.

TENDERS.

TENDERS for REPAIRS to the AMERICAN SHIP "LUZON." 48 required by the Surveyor's reports, which can be seen on application to the undersigned, are invited to be sent in by Noon, TO-MORROW THURSDAY), the 28th August, instant.

J. G. PARKS. Master of American Ship "Luzon," Care of E. C. RAY. No. 2, Peddar Street. Hongkong, 26th August, 1902.

LUROPEAN BAKERY CO., 142, PRAYA EAST, HONGKONG;

· 35. ELGIN ROAD, KOWLOON. THEEUROPEANBAKERYCOMPANY respectfully inform the public that they are now preparing to supply all kinds of Bread, Cakes, Fancy Biscuits, &c., to their customers Ponies imported into Hougkong in 1902 as both in Hongkong and Kowloon. Our Bread is made of German yeast and best flour, and is the best Bread that has ever been made in this Colony. Its beautiful taste and smell has

The work is under European supervision, and people can be insured to have wholesome and well baked Bread as they had at home. All our Bread will be stamped EBC

Sample free on application to the above

Price ... Seven Cents per Pound. Hongkong, 19th August. 1902. C. E. WARREN & CO., BUILDING CONTRACTORS. 30, DES VOUX ROAD CENTRAL

A LL Kinds of SANITARY APPLI-ANCES and DRAINAGE ACCES SORIES Supplied and Fixed. AGENTS FOR MOSAIC TILES. [181

TU LET. NO. II. MACDONNELL BOAD.

THE RETREAT, MOUNT KELLETT. HOUSES in CLIFTON GARDENS, Conduit HOUSES at CAUSEWAY BAY, facing the Polo Ground GODOWNS at BLUE BUILDINGS. GODOWNS at BOWRINGTON (PRAYA EAST). Apply to-THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD.

Hongkong, 13th June, 1902.

Hongkong, 24th March, 1902.

TO BE LET. 66 DISNEE VILLA," POKFULUM, Immediate Possession. Apply to-LINSTEAD & DAVIS.

TO BE LET. ODOWN No. 1 (GROUND and TOP FLOORS), Praya East. Stering capacity Apply to-

MOK MAN CHEUNG, Compredore Dept. BUITERFIELD & SWIDE. Hongkong, 2nd August, 1902. TO LET

Apply to-LINSTEAD & DAVIS. Hongkong, 26th August, 1902.

TO LET. No. 3. Queen's Gardens.

Apply to-G. C. ANDERSON. 4. Pedder Street (Ground Floor). Hongkong, 13th March, 1902. TO LET. IN FLATS COMPLETE.

NEW EUROPEAN HOUSE situated on the North Spur of Morrison Hill. It has a splendid view, and enjoys the full benefit of the south-west monsoon. For Particulars apply to-

W. LYSAUGHT. 151. Wanchai Road. Hongkong, 2nd June, 1902. TO LET. N LARGE AIRY BEDROOM Higher Level, with Board, suitable for a

Married Couple or Young Gentleman. Apply by letter to-BOX 25. Care of Daily Press Office. Hongkong, 18th August, 1902. TO LET.

FFICES at 6, QUEENS ROAD CENTRAL Apply to-G. GIRAULT.

Hongkong, 3rd January, 1932. TO LET NO. 3, "MAGDALEN TERRACE," MAGAZINE GAP.

Apply to-SPANISH PROCURATION. Hongkong, 1st April, 1902. TO LET. THOUSE No. 13, GAGE STREET. Six

Apply to-E. A. DE CARVALHO. C. F. DE CARVALHO. Hongkong, 2nd May, 1902. "TANG YUEN."

MACDONNELL ROAD, BOARD AND RESIDENCE. IRY and WELL-FURNISHED A. ROOMS. Uninterrupted View of Harbour. Apply at the House or at FAIRALL & CO. Queen's Road.

BOARD AND RESIDENCE. G'ILLANDERS "GLENWOOD,"

21. CAINE ROAD. Hongkong, 4th April, 1902. BOARD AND RESIDENCE. COMFORTABLY FURNISHED

ROOMS, with Board. Apply to Mrs. MATHER. 2. Pedder's Hill. Hongkong, 1st January, 1892,



ZETLAND LODGE, NO. 525, E.C. REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on MON-DAY, the 1st September, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

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Hongkong, 1st July, 1902 August an outpassing to the IN THE MATTER OF THE TRADE MARKS ORDINANCE No. -18

or 1898. AND IN THE MATTER OF THE APPLICA-TION OF THE BADISCHE ANTLIN UND SODA FABRIK LUDWIGSHAFEN A/BN for Leave to register a TRADE MARE thereunder. AND THE STREET OF THE STREET, THE STREET,

OTICE IS HEREBY GIVEN that

MESSRS. JEBSEN AND COM

PANY have on the 22nd day of May 1962 applied for the registration in Hongkong in the Register of TRADS MARKS of the following Teade MARK A square picture representing two Chinese genii one holding a dish and the other seated on the ground. In the dish is a toad from whose mouth is issuing a amoke dissolving into two winged animals. The ploture also contains mountains and trees and in the right top corner are the words " Wo Hup Yes Sin " messing " The two gents of

Harmony" and in the left bottom corner are the coat of sends crest of the Company"; in the name of the BADISCHE ANILIN UND SODA FABRIK LUDWIGSHAPEN A/RN who claim to be the sole proprietors HIHE Business of the above Bank is conducthereof. The TRADE MARK has been used ted by the HONGKONG ANDSHANG- by the Company in this Colony in respect of

The TRADE MARK is also intended to be used by the Company forthwith in feepest of piece goods in classes 24 and 34 in respect of A faceimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of Mesura. DEACON & HASTINGS, 10. Queen's Road Central, Hongkong, solicitors for the applicants. Dated the 22nd day of May, 1902 DEACON & HASTINGS

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SUBSCRIBED CAPITAL ... 2,750,000 0 PAID UP CAPITAL 2,695,548 5 II. FIRE FUNDS.....

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Total Lustes Paid THE Undersigned having been appointed AGENTS for the shove Company, w prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO. Hongkong. 22nd July, 1902. BALAMANUER FIRE INSURANCE //IPANY.

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Hongkong, 2nd April 1900. CUN INSURANCE OFFICE, LONDO

FOUNDED 1710. 1 ne Undersigned having been appointed ACENTS for the above Company, are pro-

pared to ACCEPT RISKS against FIRE a Current Rates. SIEMSSEN & CO...

Agents. Haughong, 16th May, 1892. THEANSATLANTIC FIRE INSUR

ANCE COMPANY OF HAMBURG The Uniersigned, naving been appointed ACENTS for the above Company, are prepared to rCUEPT RISKS against FIRE at Cu rept Rales. SIEMSSEN & CO.

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THE SEVEN SECRETS,

WILLIAM LE QUEUX (Author of "Purple and Fine Linen," "Whoso Findeth a Wife," "The Court of Honour," "If Sinners Entice Thee," &c., &c.).

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CHAPTER XI. CONCERNS MY PROYATE AFFAIRS. "What have you found there ! " inquired Ambler Jevons, quickly interested, and surprised at my determination to conceal it from him.

. "Something that concerns me," I replied "Concerns you?" he ejaculated. "I don't understand. How can soything among the old man's private papers concern you?"

"This concerns me personally," I answered. "Surely that is sufficient explanation." "No." my friend said. "Forgive me, Ralph, for speaking quite plainly, but in this affair we are both working towards the sameend-namely. to elucidate the mystery. We cannot hope for

success if you are bent upon concealing your discoveries from me. "This is a private affair of my own, declared doggedly. What I have found only concerns myself.

He shrugged his shoulders with an air distinct dissatisfaction. . " Even if it is a purely private matter we are surely good friends enough to be cognisant of one another's secrets," he remarked.

"Of course," I replied dubiously. "But only up to a certain point." Then, in other words, you imply that you can't trust me!" "I can trust you, Ambler," I answered calmly. We are the best of friends, and I hope we shall

always be so. Will you not forgive me for refusing to show you these letters? "I only ask you one question. Have they anything to do with the matter we are investigating : I hesitated. With his quick perception he saw

that a lie was not ready upon my lips. "They have. Your rilence tells me so, that case it is your duty to show me them." I protested again, but he overwhelmed my arguments. In common fairness to him I ought not, I knew, to keep back the truth. And yet it was the greatest and most terrible blow that had ever fallen upon me. He saw that I was crushed and stammering, and he stood by me

wondering. "Forgive me, Ambler," I urged again. "When you have read this letter you will fully final letter. Especially curious, too, that Mary understand why I have endenvoured to conceal | had never suspected or discovered her sister's it from you: why, if you were not present jenlousy. Yet so skilfully had Ethelwynn conhere at this moment, I would burn them all, cealed her intention of revenge that both husband and not leave a trace behind."

Then I handed it to him. He took it eagerly, skimmed it through, and started just as I had started when he saw the signature. Upon his face was a blank expres-"Well?" I asked. "What is your opinion!" "My opinion is the same as your own, Ralph. to her daughter, "c'est la rapport de nos erreurs old fellow," he answered slowly, looking me sves nos peines.

straight in the face. "It is amazing-startling "You think then that the motive of the crime was jealousy : "The letter makes it quite plain," he an-

swered huskily. "Give me the others. Let me examine them. I know how severe this blow must be to you, old fellow," he add-d, 2249 sympathetically. Yes, it has staggered me, I stammered. I'm utterly dumbfounded by the unexpected

revelation!" and I handed him the packet of correspondence, which he placed upon the table. and seating himself, commenced eagerly to no word escaped his lips. examine letter after letter.

While he was thus engaged I took up the first letter, and read it through-right to the

It was apparently the last of a long correspondence, for all the letters were arranged chronologically, and this was the last of the packet. Written from Nensiord Manor, Northamptonshire, and raguely dated "Wednesday," as is a woman's habit, it was addressed to Mr. Courtenay and ran as follows:-"Words cannot express my contempt for

man who breaks his word as easily as you break yours. A year ago, when you were my father's guest, you told me that you loved me, and urged me to marry you. At first I laughed at your proposal; then when I found you really serious, I pointed out the difference of our ages. You, in return, declared that you loved me with all the ardonr of a young man; that I was your ideal; and you promised by all you held most sacred that if I consented I should never regret. I believed you, and believed the false words of feigned devotion which you wrote to me later under seal of strictest secreey. You went to feel-Cairo, and none knew of our secret-the secret that you intended to make me your wife. And how have you kept your promise? To-day, my father has informed me that you are to marry Mary! Imagine the blow to me! My father expects me to rejoice, little dreaming how I have been fooled; how lightly you have treated a woman's affections and aspirations. Some there are who, finding themselves in my position, would place in Mary's hands the parket of your-correspondence which is before me as I write, and thus open her eyes to the fact that she is but the dupe of a man devoid of honour. Shall I do so? No. Rest a-sured that I shall not. If my sister is happy let her remain so. My vendetta lies not in that direction. The fire of hatred may be stifled. but it can never be quenched. We shall be quits some day, and you will regret litterly that you have broken your word so lightly. My revenge, the vengeance of a jealous woman, will fall upon you at a moment and in a manner you will little dream of. I return you your letters, as you may not care for them to fall into other hands, and from to-day shall never again refer to what has passed. I am young, and may still obtain an upright and honourable man as husband. You are old, and are tottering slowly to your doom. Farewell "Ethelwynn Mivart."

The letter fully explained a circumstance of which I had been entirely ignorant, namely that the woman I had loved had actually been engaged to old Mr. Courtenay before her sister had married him. Its tener showed how intensely antagonistic she was towards the man who | 'your opinion?' had fooled her, and in the concluding sentence there was a distinct if covert threat-a threat

She had returned the old man's letters apparently in order to show that in her hand she he replied. "I know what I should do in a eld a further and more powerful weapon; she had not sought to break off his marriage with Mary, but had rather stood by, swallowed her eagerly. anger, and calmly calculated upon a fierce vendetta at a moment when he would least expect it. | lence, just as it is, place it in the grate there, Truly those startling words spoken by Sir | and burn it," he said. Bernard had been full of truth. I remembered them now, and discerned his meaning. He was | similar idea had occurred to me, but I feared to at least an honest, upright man who, although suggest to him such a mode of defeating the sometimes a trifle eccentric, had my interests ends of justice. deeply at heart. In the progress I had made

I took up one after another of the letters my letters," he answered, ngs u giving me his hand. friend had examined, and found it to be the "In this metter my desire is only to help you. correspondence of a woman who was either If as you believe. Ethelwynn is innocent, then angling after a wealthy husband or who loved no harm can be done in destroying the letters, him with all the stre gth of her affection. whereas if she is actually the a-sessin she must, Some of the communications were full of sooner or later, betray her guilt. A woman, passion, and betrayed that poetry of soul that may be clever, but she can never successfully was innete in her. The letters were dated from cover the crime of marder." her uncle, Sir Thomas Heaton, the great Lanca- | word shall pass regarding this discovery !" shite coal owner. Sometimes she addressed him as "Dearest," at others as "Beloved," usually added, commencing to gather them together. nigning herself "Your Own." So full were - Let us lose no time, or perhaps the constable they of the ardent passion characteristic of her on duty below or one of the plain clothes men that they held me in amazement. It was passion | may come prying in here. developed under its most profound and serious

not the brilliant side of intellect. In Ethelwynn's character the passionate and the imaginative were blended equally and in the highest conceivable degree as combined with delicate female nature. These letters, although written to a man in whose heart romance must long ago be dead, showed how complex was her character, how fervent, enthusiastic and self forgetting her love. At first I believed that those passionate outpourings were morely designed to captivate tue old gentleman for his money; but when I read on I saw how intense her passion became towards the end, and how the colmination of it all was that wild reproachful missive written when the crushing blow fell

so suddenly upon her. Ethelwynn was a woman of extraordinary character, full of picturesque charm and glowing romance. To be tremblingly alive to the gentle impressions, and yet to be able to preserve, when the presecution of a design requires it, an immovable heart amidst even the most imperious causes of subduing emotion, is perhaps not an impossible constitution of mind, but it is the utmost and rarest endearment of humanity. knew her as a woman of high mental powers touched with a melancholy sweetness. I was now aware of the cause of that melancholy.

Yet it was apparent that the serious and energetic part of her character was founded on deep passion, for after her sister's marriage with the man she had herself loved and had threatened. she had actually come there beneath their roof. and lived as her sister's companion, stifling all the hatred that had entered her heart, and preserving an ontward calm that had no doub. entirely disarmed bim.

Such a circumstance was extraordinary. To me, as to Ambler Jevons, who knew her woll, it seemed almost inconceivable that old Mr. Courtenay should allow her to live there after receiving such a wild communication as that

and wife had been entirely deceived. Love, considered under its poetical aspect, is the union of passion and imagination. I had foolishly believed that this calm, sweet-voiced woman had loved me, but those letters made it sion, and he returned it to me without a word. plain that I had been utterly fooled. "Le mystère de l'existence," said Madame de Stael

And although there was in her, in her character, and in her terrible situation, a concentration of all the interests that belong to humanity. she was nevertheless a murderess.

"The truth is here," remarked my friend. laying his hand upon the heap of teuder correspondence which had been brought to such an abrupt conclusion by the letter I have printed in its entirety, "It is a strange romantic story, to say the least."

"Then you really believe that she is guilty?" I exclaimed, hoarsely. He shrugged his snoulders significantly, but

In the silence that fell between us, I glanced plain gold ring? "Well?" I managed to exclaim at last.

" What shall we do?" "Do?" he echoed. "What canwe do, my dear fellow? That woman's future is in your hands' "Why in mine?" I asked. "In yours also, surely?"

"No," he answered resolutely, taking my hand and grasping it warmly. "No, Raph; I know-I can see how you are suffering. You believed her to be a pure and honest wemanone above the common run -a woman fit as helpmate and wife. W.1.1, too, must confess myself very much misted. I be leved her to be all that you imagined: indeed, if her face be any criterion she is atterly unspoiled by the world and its wickedness. In my careful studies in physiognomy I have found that very soldom does a perfect face like hers cover an evil heart. Hence, I confess that this discovery has amazed me quite as much as it lies you. I somehow

"I don't believe it!" I cried, interrupting him. "I don't believe, Ambler, that she murdered him-I can't believe it. Hers is not the

face of a murder ss." "Faces sometimes deceive," he said quietly. Recollect 'that a clever woman can give a truthful appearance to a lie where a man utterly

"I know-I know. But even with this circumstantial proof I can't and won't believe it." "Please yourself, my dear fellow," heanswered. "I know it is hard to believe ill of a woman whom one loves so devotedly as you've loved Ethelwynn. But be brave, bear up, and face. the situation like a man."

"I am facing it," I said resolutely. "I will face it by refusing to believe that she killed him. The letters are plain enough. She was sugaged secretly toold Courtenay, who threw her over in favour of her sister. But is there anything so very extraordinary in that? One hears of such things very often." "But the final letter?"

"It bears evidence of being written in the first moments of wild anger on realising that she had been abandoued in favour of Mary. Probably she has by this time quite forgotten the words she wrote. And in any case the fact of er living beneath the same roof, supervising the household, and attending to the sick man during Mary's absence, entirely negatives any idea of revenge."

Jevons smiled dubiously, and I myself knew that my argument was not altogether logical. "Well?" I continued. "And is not that

"No. It is not," he replied, bluntly. "Then what is to be done?" I asked, after .. The matter entirely rests with you, Ralph,

similar case." "What would you do? Advise me," I urged "I should take the whole of the correspon-

I was not prepared for such a suggestion. A But if I do that will you give me a vow of

in the profession I owed much to him, and even secrecy?" I asked, quickly. "Recollect that in my private affairs he had sought to guide such a step is a serious offence against the law."

me, although I had, alas, disregalded his repeat- | "When I pass out of this room I shall have no further recoilection of ever having seen any

Nemeford, from Oban, and from various Mediter- . Then you are willing that I, as finder of those ranean ports, where she had gone yachting with letters, shall burn them. And further, that no "Most willing," he replied. "Come."

Then at his direction and with his a sistance aspect; they showed the serious and thoughtful, I willingly tore up each letter in small pieces, placed the whole in the grate where dead cinders still remained, and with a vesta set a light to them. For a few moments they blazed flercely

up the chimney, then died out leaving only l black tinder. "We must make a feint of having tried to light the fire," said Jevon-, taking an old newspaper, twisting it up, and setting light to it in the grate, afterwards stirring up the dead tinder with the tinder of the letters. "I'll remark incidentally to the cons able that we've tried to gets fire, and didn't succeed. That will prevent

Thorpe poking his nose into it." . So when the whole of the letters had been destroyed, any braces of their remains efficed and the safe re-looked, we went downstairs not, however, before my companion had made a satisfactory explanation to the constable and The COMPANY has a SALVAGE entirely misled him as to what we had been

(To be continued)

BISHI DOCKYARD AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK." NAGASAKI. A.1. A.B.C., Scotts' and Engineering Codes

DOCK No. 1 (at TATEGAMI.) Extreme Length 523 feet. Length on Blocks Width of Entrance on Top ... Width of Entrance on Bottom ... 77 ... Water on Blocks at Spring Tide 261 ..

DOCK No. 2 (at MUKAIJIMA.) Extreme Length 371 feet. Leugth on Blocks Width of Entrance on Top ... Width of Entrance on Bottom ... Water on Blocks at Spring Tide 22 PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross. TTHE WORKS are well equipped with the I LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILD-ING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

STEAMER, 712 TONS GROSS, FITTED with POWELFUL SA VAGE PLANT READY at RICHARD MOTION 1584

'DARTRING'



Lanoline Preparations.

Dartring REAND appears upon all the original ,

Natural Toilet Preparations.

'DARTRING' TOILET 'LANOLINE' in small and large collapsible tubes. Makes rough skins smooth -and protects delicate complexions from the effects

of wind and sun. 'DARTRING' 'LANOLINE' TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.

Wholesale; 67, Holborn Viaduct, E.C.

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THE RECOGNISED LEADING CIGARETTE. MADE IN CAIRO.

SEE THAT ALL PACKETS BEAR THE EGYPTIAN GOVERNMENT STAMP THE ONLY GUARANTEE OF ORIGIN. SOLE IMPORTERS-



HEAD OFFICE: -43, SAKAMOTO-CHO, TOKYO. LONDON BRANCH :- 34, LIME STREET, E.C. HONGKONG BRANCH :- PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES: brows knit, his thin fingers toying idly with the New York, San Francisco, Hamburg, Bombay, Singapore, Soursbaya, Manila, Amoy, Shanghi, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokomaka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatan, Karatan, Nagasaki

Kuchinotsu, Sasebo, Maidzuru Miike, Hakodate, Taipeli, &c. Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese, Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo Ichimura, Kanada, Kishima, Mameda, Mannoura, Onoura, Otauji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Costa N. INUZUKA, Manager, Hongkeng.

attention.

BUDWEISER

BEER. EXTRA PALE LAGSE IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form. The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively spar k ling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents. Hongkong, 25th July, 1902.

CARTRIDGES. NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WOELD, PRICE OF 12-BORE CARTRIDGES:-

Loaded with With Powder Powder only. and 1 oz. of Shot. Primrose Cases ...\$9.25 Pegamoid Cases ... 6.85 Ejector Brass Cases. 7.50

5 per cent. discount on orders of 1,000 and ov. r Apply to-WM. SCHMIDT & CO., Gunmakers.

GRANITE MERCHANT CONTRACT. HS. Dealers in MARBLE and GRANITE MONUMENTS. No. 1, QUEEN'S ROAD EAST. Estimates, Designs & Prices on A plication All descriptions of Granite for Export.

QUAN WAH & CO.,

NOTICE. TATE, the undersigned, Executors of the VV Estate of the late Mr. AUGUSTO JOSE DO ROZARIO, deceased, carrying on business under the style of "ROZARIO & CO." have this day authorised and appointed MR. JO. O JOAQUIM LEIRIA to SIGN the name of the Firm of ROZARIO & CO. and to carry on the business as heretofore. LUIZ CARLOS DO ROZARIO.

JOAO JOAQUIM LEIRIA. Hongkong, 20th August, 1902.

THE VICTORIA DISPENSARY. NOTICE IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to be connected with our business. Mr. SOUTHEE KENT has been appointed our Representative for the Habbour AND SHIPPING BUSINESS, and all orders committed to his charge will receive immediate

THE VICTORIA DISPENSARY. J. R. CAPELL, Manager. Hongkong, 5th August, 1902. NOTICE.

OSAKA SHOSEN KAISHA. (THE OBAKA MERCANTILE STELMSHIP Co., rub') WE have this day relieved the MITSUI BUSSAN KAISHA of the Rong-

kong Agency of this Commany and have established our own Branch Office at this Port, at No. 2, Des Voeux Road Central. The Undersigned has assumed charge of this

OSAKA SHOSEN KAISHA, T: ARIMA. Manager. Hongkong, 23rd August, 19 2.

PURE FRESH WATER THE HONGKONG STEAM WATER

WATER to the Shipping, both for Deck and Call Flag W. J. W. KEW. Manager.

BOAT CO., LID., is prepared to supply

ANY QUANTITY of PURE FRESH

20, Bes Voux Road.

Hongkong, 16th Novem er, 1872

of bitter revenge.

Hongkong, 3rd July, 1902.

Hongkeng, 17th October, 1899,

Hongkonz-

1955 Hongkong, 13th June, 1902.

FOR PREIGHT APPLY TO

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Butterfield & Swire

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BUTTERFIELD & SWIRE

P. & O. S. N. Co.

Buttervield & Swife ..

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HAMBURG-AMERIKA LINIE HANBURG-AMERIKA LINIE

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JARDINE, MATHESON & Co.

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G. S. Weigall JABDINE, MATHESON & Co.

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G. Philipps, B.N.B.... P. & O. S. N. Co.

OSAKA SHOBEN KAISHA ...

BUTTERFIELD & SWIEE

SHEWAN, TOMES & CO.

SANDER. WIELER & Co.

GIBB, LIVINGSTON & Co.

TO BE DESPATCHED

On 5th September, at Noon.

On 8th September, at 1 P.M.

On 4th September, at Noon,

On 30th inst., at Noon.

On 3rd September.

On 16th September.

On 30th September.

On 20th September.

On or about 28th inst.

On 10th September.

On 24th September.

On 17th September, P.M.

On 8th Seplember, at 4 P.M.

On 4th September, at & P.M

On or about 6th September.

On 2nd September, at 4.30 P M

On or about 3rd September

On 29th inst., at Daylight.

On 29th inst., at Noon.

On or about 30th inst.

On 3rd September.

On 29th inst.

To-morrow.

On 31st inst.

To-day.

To-day, at 4 P.M.

On 13th September, at Noon.

On 22nd October.

About 27th inst.

On 13th September.

On 20th September.

On 30th September.

On 13th September.

On 30th inst., at Noon.

On 14th October.

ASSELS ADVERTISED AS LOADING.

CAPTAIN

Klausherger

G. Wright

H. Petersen.

E. W. Haswell

K. Sobajima

A. L. Valentini ...

T. Ogata

T. Smito

- Goto

O. P. Marshall, R.N.R.

E. Beetham, B.N.R ...

To secertain the anchorage of any Vessel, the Harbour has been divided into Pour Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are murket midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf h.w., together with the number denoting the section. 1. From Green Island to the Harlets: Master's. 3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

PLAG & RIG | BERTH

Brit. str.

Brit. str.

(7er. str.

Brit. str. Aus. str.

Brit, str.

Brit, str.

Brit. str.

Brit. str.

Brit, str. ...

Brit. str. ...

Jap, str.

Jap. str. ...

Brit. str. ...

Brit. str. ...

Brit. str

Brit. str.

Brit. str.

Jap. str.

:		2. From Harbour Master's to Blake Pier.		
·	DESTINATION		VESSEL'S NAME	
	LONDON, &c., YIA PORTS OF CALL	· · · · · · · · · · · · · · · · · · ·	CHUSAN	
	LONDON		ANTENOR	
·	LONUON	**************	DARDANUS	
	LONDON	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	DIOMED	
	LONDON		JARON	
	LIVERPOOL DIBECT		PYREHUS	
	MARSEILLES & LOND N		BANCA	
٠,	MARSEILLES, &co., VIA PORTS OF	CALL	TONKIN	
	GENOA, LONDON & ANTWERP VIA	SUEZ CANAL	BENVORLICH	
	BREMEN, VIA PORTS OF CALL		KONIG ALBERT	
	HAVRE, BREMEN & HAMBUR	🖟 j,	C. FERD LANIEZ	
	HAVEE & HAMBURG	*********	KONIGSBERG	
	HAVRE & HAMBURG	*********	BAMBERO	
	HAVRE & HAMBURG	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	FREIBURG	
•	HAVRE & HAMBURG		SILVIA	
	HAVRE & HAMBURG		SAXONIA	
	TRIESTE, &co., VIA SINGAPORE.	&c	NIPPON	
٠.	NEW YORK VIA PORTS & SUEZ	CANAL	LENNOX	
	NEW YORK YIA SUEZ CANAL		GLENROY	
	NEW YORK VIA SUEZ CANAL	**************	AFTON	
٠.	NEW YORK YIA SUEZ CANAL		Indrani	
	ANCOUVER, VIA SHANGHAI,	&c. ,	Empress of India	
٠.	ANCOUVER VIA SHANGHAI,	&c	TABTAR	
	VICTORIA (B.C.) & TACOMA VIA J. VICTORIA (B.C.) & SEATTLE VIA &	APAN	HYADES	
	VICTORIA (B.C.) & SEATTLE VIA &	HANGHAI, &C	IYO MARU	
	PORTLAND, OREGON		INDBASAMHA	
	AUSTRALIAN PORTS.		Kasuga Maru	
	AUSTRALIAN PORTS	*** *	GUTHRIR	
	AUSTRALIAN PORTS		CHANGEHA	
	YOKOHAMA, YA SHANGHAI, M	10JI & KOBE	GLENSHIEL	
	KOBE & YOKOHAMA NAGASAKI, KOBE & YOKOHAM		KAMAKURA MARU '	
)	NAGASAKI. KOBE & YOKOHAM	[A	KUMANO MARU	
	WEIHALWELZ TIENTSIN		NANCHANG	
_	CHINKIANG & SHANGHAL		KEELUNG MARU	
	SHANGHAI"		DI-MED	
	SHANGHAI		BENGAL	
	NINGRO & SHANGHAI		CRINTY	

AMSUL VIA SWATOW & AMOY

FOOCHOW, VIA SWATOW & AMOY

ANPING, VIA SWATOW & AMOY

SHIPPING.

Aug. 25. Sullberg, German str., 782, J.

Aug. 26, DERAMORE, Norwegian str., 1,497,

28th July, General.—ALLAN CAMEBON. Ang. 26, IN ... Ant, British str., 3,227, Hill, RN,

Au., 26, KAIFONG, British str., 1,021, Penny-

Manila 24th August, General.-JARDINE,

father, Ceba 22nd August, General -

--- BUTTERFIEID & EWIFE.

Sirmssen & Co.

MATHEBON & CO.

KAISHA.

Maritimis.

Trading Co.

M B. KAISHA.

LAPRAIR & Co.

& Co., LD.

Buttripield & Swire.

ml.—NIPPON YUSEN KAISHA.

Aug. 26. I ET: ARCB, German str. 1.251, I

General - SANDER. WIELER & Co.

Aug. 26, PROTEUS. Notwegian str. 920, Muller,

Aug. 26, RAJABURI, Germon str., 1,974, G.

Aug. 26, ROSETTA MARU, Jap. str., 2,402, N.

Aug. 26; . 1 H LES. British str., 820, Robson.

Aug. 26, CHIELL, british str., from Canton.

Aug. 26, Wingsang, British etr., from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

26th August.

DEPARTURES.

26th August.

BABELSBERG, German str., for Singapore.

Chungany, British str., for Canton.

Bott, Norwegian str., for Bangkok.

Kwien, ping. British str., for Tientsin.,

Leanner, British str., for Singapore.

Sentis. Norwegian str., for Shanghai.

BJORN: Norwegian str., for Saigen.

AILAN, French str., for Pakhoi.

WEILIN, British atr., for Chefoo.

Acs French str., for Shanghei.

PRONTO, German str.; for Iloilo

NSANG, British str. for Yokohoma.

ENECA. British str., for Singapore.

makat, British str., for Nagasaki.

PRINCS, German str., for Swatow.

AFIRO, British str, for Manila.

porhen. Nippon Maru.

partela, H.M.B. Rinaldo.

fine weather throughout.

his end smooth sea throughout.

CH. WTAL German str., for Bangkok.

FEXTBURG, German str., for Yokohama,

IAICH NO British str., for Coast Ports.

TAMBURG, British barque, for New York.

LICHARL JESSEN. G. rman str: for Hollow.

VESSELS IN DOCK.

COMOPOLITAN DOCK -- Sabine Rickmers.

The British steamer Kaijong, from Manila

not instand light to moderate easterly winds

the British steamer Hangsang, from Shaug-

Elst inst, and Swalow 25th, had northerly

ADERDEEN DOCKS -Elsa, Proteus

KOWLOON DOCKS.—Solent, Rubi.

SHIPPING REPORTS.

26th August.

Hano , French str., for Hollow.

Aug. 26, Elsa, German str., from Canton.

Rice .- BUTTERFIELD & & WIRE.

. Wendig, Bangkok and Swatow 25th Aug.

Chefe o 19th August, General.-E. A.

ARRIVALS.

THE BERTH

OSAKA SHOSEN KAISHA.

DAIJIN MARU.

Anping Maru

MAIDZUBU MAKU

SUNGKIANG,.....

ROSETTA MARU

LOONGSANG.....

Jessen, Cheton 19th August, General .- | THE Company's Steamship

"KEELUNG MARU," Borge, Moji 18th August, Coul.-BRADLEY Captain K. Sobsjims, will isaugurate the New Service between HONGKUNG and Aug. 26, Diomeo, British str., 3,005, R. C. SHANGHAI via Ports. Thompson: Liverpool 19th July, General. She will be despatched for CHINKIANG

and SHANGHALTO-DAY, the 27th inst., at Aug. 26. HANGSANO, Bratish str.; 2.143. S. 4 P.M. Wilde, Shanghai 21st August and Swatow Through Bills of Lading issued for Cargo 25th. General. JARDINE, MATHESON to Yangteze River ports, us well as for North China ports, in connection with the Nippon Aug. 18, INDRASAMITA. British str., 3,366. R. Yusen Kaisha's steamers from Shanghai. For further information apply to the Com-Craveo, Portland (Or.) via Kobe and Moji

pany's Branch Office at No. 2, Des Voux Road T. ARIMA, Hongkong, 27th August, 1902.

REGULAR Aug. 26. KAMAKURA MARU, Jep. str. 6,123. STEAMSHIP SERVICE TO NEW H. Patersen, Singapore 21st August, Gene-VIA PORTS AND SUEZ CANAL Aug. 26. Kumano Manu, Japanese str., 3,147. WITH LIBERTY TO CALL AT PHILIPPINE DARMSTADT ... W. Huswell, Melbourne via Manila 29th PORTS). July, Gold and Gener, I .- A IPPON YUSEN PROPOSED SAILINGS FROM HONGKONG. Aug. : 0, LAOS, French str. 2,331, Flandin, About 27th Aug. Marseilles 27th J.ly and Saigon 23rd.

HEATHBURN Aug., Mails and General .-- MESSAGERIES "AFRIDI" 20th Sept. "HILLGLEN" 27th Sept. Aug. 26, Lannex, British str., 2,361, F. Wason, RICHMOND CASTLE", 11th Oct. Amoy 24th August, General.-Dodwell. "LOTHIAN" To follow. LOWTHER CASTLE To follow. For Freight and further information, apply to Valten, Saigon 20th August, Rice and DODWELL & CO., LD.; Agents.

Hengkong, 25th August, 1902. "BEN" LINE OF STEAMERS

FOR GENOA, LONDON AND ANTWERP VIA SUEZ CANAL: THE Steamship Tate, Manile 24th August, General.-

"BEN VORLICH," Captain R. W. Thomson, will be despatched as Swatow 25th August, General .-- DOUGLAS above on or about THURSDAY, the 28th inst. For Freight or Passage, apply to . GIBB, LIVINGSTON & CO.,

Agents. Hougkong, 19th August, 19t 2.

THE CRINA AND MANILA STEAM. SHIP COMPANY, LIMITED.

A FOR MANILA. THE Company's Steamship

"PERLA, Captain J. McGinty, will be despatched as above on FRIDAY, the 29th inst, at 4 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

. A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 25th August, 1902.



TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA. THE Company's well-known Steamship ivery, Theo, Siam, H.M.S. Taku, H.M.S.

> "ROSETTA MARU," 3.876 Tone Captain Tate, will be despatched for MANILA on SATURDAY, the 30th just, at Noon. Osbins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply to

Agents. Prince's Buildings, Ice House Street. Horgkong, 22nd August, 1902

IMPERIAL GERMAN MAIL. LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANGACOLOMBO, ADEN. SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLAC 8

IN RUBBIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION STEAMERS. SAILING DATES. KONIG ALBERT 4th September. 18th September PRINZ REGENT LUITPOLD WEDNESDAY 1st October. PREUSSEN WEDNESDAY 15th October. * HAMBURG [2224 | SACHSEN ... 29th October. 12th November. GERA 26th November. * KIAUTSCHOU... 10th December. BAYERN 24th December KONIG ALBERT 7th Jan., 1908. PRINZESS IRENE WEDNESDAY 21st Jan., 1903. 4th Feb., 1903. ... WEDNESDAY 18th Feb., 1903.

... WEDNESDAY 4th Mar., 1903. * Steamers of the Hamburg-Amerika Linie. NTHURSDAY, the 4th day of September, 1902, at Noon, the Steamship "KONIG-ALBERT," of the Norddeutscher Lloyd, Captain C. Polack, with MAILS, PAS. SENGERE, SPECIE and CARGO, will leave this Port as above, Calling at Naples and GENOA.

Shipping Orders will be granted till Noon on Tuzspay, the 2nd September, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 3rd September, and Parcelwill be received at the Agency's Office until Noon on WEDNESDAY, the 3rd September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Messurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board. NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS. Hongkong, 21st August, 1902.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD: AND THE UNITED STATES. CALLING AT SHANGHAL, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. PUNCTUALITY. "Empress" Twin Screw Steamships-6,000 Tens-10,000 Horse-Power-Speed 19 knots. SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION). R.M.S. "EMPRESS OF INDIA" ... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.

R.M.S. *"TARTAR" Comdr. E. Beetham, R.N.R.... WEDNESDAY, 10th Sept. R.M.S. "EMPRESS OF JAPAN" ... Comdr. H. Pybus, n.N.k. WEDNESDAY .24th Sept R.M.S. "EMPRESS OF CHINA"... Comdr. R. Archibald, R.N.B... WEDNESDAY 22ad Oct. THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN

COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal. Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Gree Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China an

The attractive features of this Company's route embrace, its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steemships "TARTAIL" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, Magnifleent Accommodation Comfortable taking Cargo and Passengers for all points in CANADA and the UNITED STATES In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage, Passengers only. The ran is usually THE MITSUI BUSSAN KAISHA, made between YOKOHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent.

Politor Street

STEAM NAVIGATION COMPANY

FOR	STEAMERS	TO BAIL ON	RUMARKS.	
LONDON, &c	CHUSAN C. L. Daniel	Noon, 30th)	Sec Special Adea	rtionile.
			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
SHANGHAI	BENGAL A, L. Velentini	About 30th	P. L.	e Wildeli
SINGAPORE and BOMBAY	MAZAGONG. Philipps, B.N.B.	Alout 3rd	Freight only	20
	o crumpps, s.a.s.	Beptember (7.0
IARSEILLES and	BANCA E. P. Martin, R.N.R.	Noon. Line		
LONDON	L P. Martin, R.N.R.	September 5	r reight only.	
OKOHAMA. via		and the section		
SHANGHAI MOJI and ROBE		About 6th		C TU - Wallet
	ernenen erperansprije karbernen	September	Preight only.	
Inland Sea)				
Tailing at Penan	g and Colombo if sufficient	inducement off		

Hongkong, 27th August, 1902.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWEEP, AMSTERDAM, ROTTERDAM, COPENHAGES LISBON, UPORTO, LONDON, LIVEBPOOL, GLASGOW, TREETE, GENOL. PORTS In the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,

PROPOSED SAILINGS FROM HONGKONG.

	SUBJECT TO ALTERATICE,	State And A. ter representation of the

«C. FERD. LAEISZ	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Colombo)	
Capt. Fuchs	(Calling at Singapore and Colomba	On 28th Aug. Fraight
KONIGSBERG	HAVRE and HAMBURG	
Capt. Mayer	(Calling at Singapore and Penang)	On 10th Sep. Freight and
BAMBERG	C HE A U/ 12 L! A WA! LT A BETTTINGS 12 U/01 AT 12 U/02	
Capt. Kirchner	(Calling at Singapore and Colombo)	(曹) 医血根 [4] 原見 (海) (4) (4) (4) (1) (2) (2) (3) (4) (4) (4) (5) (5) (5) (6) (7) (7) (7) (7) (7) (7) (7
FREIBURG	HAVRE and HAMBURG	
	Calling of Climaters 2 7	On Sth Oct. Freight.
SILVIA	Calling at Singapore and Penang)	
	HAVRE and HAMBURG	On 22ad Oct " Treight
	(Calling at Singapore and Colombo)	
	HAVRE and HAMBURG	
Capt. Jaeger		On 6th Nov. Freight
For Further Particular	ars, apply to	THE PROPERTY AND ADDRESS OF THE PARTY AND ADDR

HONGKONG OFFICE. Queen's Buildings, No. 1 NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. TOW-BOAT COMPANY

HAMBURG-AMERIKA LIN'E

PROPOSED SAILINGS FROM HONGKONG.

AIY with SHANGHAI, INLAND SEA OF JAPAN, ROBE AND YOKOHAMA.

FOR -

VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

PACIFIC RAILWAY COMPANY.

Ste	amer.	Captain. Tons	Saling Dates
* HYADES		G. Wright 3,753 G. E. Warner 3,750	September 12th
VICTORIA	************		Outober 46
	Steamers market	* have no passenger accommodation	Votober 18th

PETHE attention of Passengers is directed to the very chesp rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United State and Canada. For further information as to Freight or Passage, apply to

> DODWELL & COMPANY, LIMITED. GENERAL AGENTS.

> > A. S. MIHARA, Manager

Hongkong, 21st August, 1902.

S. J. G. Parsons

THE RESERVE OF THE PROPERTY OF NIPPUN YUSEN KAISEN (THE JAPAN MAIL STEAMSHIP COMPANY)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION STEAMERS DESTINATIONS. KAMAKURA MARU KOBE and YOKOHAMA (Puthay, 29th August, L. H. Peterson Tat Dattight KUMANO MARU (NAGASAKI, KOBE and YOKO. FRIDAY 29th August,

E. W. Haswell St Nook SYDNEY and MELBOURNE VIA SATURDAY SUIL ARGUST. KASUGA MARU..... H. Fraser VILLE and BRISBANE At Noon.

VICTORIA, B.C. and SEATTLE MONDAY, Stk. Bopt. S. KOBE and YOKOHAMA. Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building First Floor, Chater Road.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. STEAMERS. LEAVING CHINKIANG AND "KEELUNG MARU WEDNESDAY, 27th SHANGHAI. August at a P.M. 5 TAMSUI, VIA SWATOW "DAIJIN MARU" AND AMOY T. OGATA August. TAMSUL VIA SWATOW "DAIGI MARU" SUNDAY. AND AMOY T. KITINO September FOOCHOW, VIA SWATOW 'ANPING MARU WEDNESDAY 2714 AND AMOY I. Goro August ANPING, VIA SWATOW I MAIDZURU MARU WEDNESDAY AND AMOY T. SAMO

The Co.s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Murine Surveyors, and are registered the highest class at Liloyd's.

Steamers will go alonguide the Co.s Pontson at the Customs water from pronting at l'ameni to land all passengers and cargo. By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Languese River Ports, as well as for North Coins Ports, in connection with the Nippon For Freight, Passage, and further information, apply to Company a local No. 2, Des Voux Road Central

T. ABIME Hoarkong, 27th August, 1802.

Hongkong, 27th August, 1902.

AGENTS, O. S. S. CO.

NA NAVIGATION LIMITED.

NINGPO and SHANGHAI MANILA WEIHAIWEI and TIENTSIN	* "SUNGKIANG"	On 27th August. On 27th August. On 27th August On 29th August.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS-BANE, SYDNEY and MEL-	*‡ "CHANGSHA"	On 13th Sept. at Noon

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to-

Hongkong, 26th August, 1902.

BUTTERFIELD & SWIRE, AGENTS.

PORTLAND & ASIATIC STEAMSHIP CO.

PORTLAND, OREGON SAILINGS FROM HONGRONG via SHANGHAI, INLAND SEA OF TAPAN, MOJI, KOBE & YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO. OPERATING IN CONNECTION WITH THE Hongkong.

STEAMSHIP September 13, 1902 Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and "INDRASAMHA" United States Points. For through rates of Freight and further information, communicate with or apply to

WALLAN CAMERON, GENERAL AGENT. Hongkong, 14th August, 1902.

and Marseilles.

places of Europe.

CHINGTU"

European Surgeons carried.

FINE Steamship

For Freight, apply 10

For Freight, apply to

Hongkong, 4th August, 1902.

Hongkong, 27th August, 1902.

"TSINAN"

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

COLOMBO. BOMBAY, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE.

1 P.M. the Company's Steamship

Passengers, Specie and Cargo, will leave this

This Steamer connects at COLOMBO with

Cargo and Specie will be registered for Lon-

don as well as for Marseilles, and accepted in

transit through Marseilles for the principal.

Shipping Orders will be granted till Noon,

Cargo will be received on board until 4 P.M.,

Specie and Parcels until 3 P.M., on the 7th

September. (Parcels are not to be sent on

board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

Houghong, 27th August, 1902.

For further particulars, apply at the Com-

CHINA NAVIGATION CO., LD.

HONGKONG TO

SYDNEY AND MELBOURNE

CALL.

VERAGE LENGTH OF VOYAGE TO SYDNEY

20 DAYS:

Saloon Passengers carried at SPECIALLY

REDUCED RATES, particulars of which

can be obtained on application to the

Undersigned.

NEXT SAILINGS.

CHANGSHA" ... leaves on 13th September.

Light throughout. Fitted with Refrigerators

which ensure a fresh supply of Ice and Provi-

AGENTS

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

"GLENROY.

SATURDAY, the 13th September, 1902.

Captain Selby, will be despatched as above on

SHEWAN TOMES & CO.'S NEW

YORK LINE.

FOR NEW YORK YIA SUEZ CANAL.

"AFTON"

SHEWAN, TOMES & CO.,

Agents.

SATURDAY, the 20th September.

Hongkong, 23rd August, 1902.

McGREGOR BROS. & GOW

CHINA NAVIGATION Co., LD.

24th October.

, 15th November

G. DE CHAMPEAUX,

the s.s. Ville de la Ciotat. which vessel takes on

SINGAPORE, BATAVIA,

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THEOUGH BILLS OF LADING ISSUED FOR | SAIGON, BATAVIA, PERSIAN GULP/CONTINENTAL AND AMERICAN PORTS.

FITHE Steamship "CHUSAN"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, N MONDAY, the 8th September, 1902, at on SATURDAY, the 30th August, at Noon, taking passengers and cargo for the above "TONKIN," Captain Schmitz, with Mails,

Bilk and Valuables, all cargo for France, and Port for MARSEILLES, via BOMBAY. Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other her Passengers and Mails, leaving that port on cargo for London, &c., will be conveyed via the 20th September, direct to Suez, Port Suid Bombay WITH transhipment.

Parcels will be received at this Office until 4 P.M., the day before sailing. The centents and value of all packages are required

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further particulars, apply to

Superintendent. Hongkong, 18th August, 1902. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. "(Calling at TIMOR, PORT, DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TABAIANIA, &c.)

HE Steamship "GUTHRIE."

Captain Dabelle, will be despatched as above on THURSDAY, the 4th September, at NOON. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewarders and a duly qualified Surgeon

are carried. N.B .- Return Tickets issued by this Comnany to and from Australia are available for return by the Steamers of the China Novigation

Company and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 19th August 1952.

A. CR.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT) Calling at SINGAPORE. PENANG, CALCUTTA, COLOMBO, ADEN,

SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to East and South Africa, Red Sea, Black SEA, LEVANT, VENICE and ADRIATIC PORTS.) THE Company's Steamship

Captain Klausberger, will be despatched as THIE Steamship above on WEDNESDAY, the 17th September,

For information as to Passage and Freight, will be despatched for the above port on SANDER, WIELER & CO.,

Prince a Buildings. Hongkong, 26th August, 1902.

UNITED STATES AND CHINA-JAPAN S.S. LINE.

as above, carrying Cargo at current

REGULAR SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE, TO NEW YORK TIA SUEZ CANAL. (with Liberty to call at PHILIPPINE PORTS). ITHE following Steamers will be despatched

rates:--PROPOSED SAILINGS FROM HONGKONG. S.S. "INDRANI" ... 30th Sept., 1902. S.S. "INDRAWADI" ... — Oct., 1902. For Freight and further information, apply to JARDINE, MATHESON & CO., Agents, "Indra" Line, Ld.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-CHINA STIAM NAVIGATION Co.'s fortnightly service hence to CALCUTIA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hougkong, 4th August, 1897.

NOTICES TO CONSIGNEES BOSTON SPEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HYADES," FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI AND . SHANGHAI.

THE above Steamer having arrived, Conignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consigness' risk and expense. No Fire Insurance will be offected by us in DODWELL & CO., LTD.,

Hongkong, 23rd August, 1902. "BARBER" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE,"
FROM NEW YORK, STRAITS AND

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hougkong and Kowloon Wharf and Godown Company, at Kowloop, whence and/or from the wharves delivery may be obtained No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 27th inst. will be subject All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised. All broken, chafed, and damaged Goods are

to be left the Godowns, where they will be examined on the 27th inst., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LD.,

Hongkong. 20th August. 1902. "BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES AVE

S.S. "BENVENUE," FROM LEITH, LONDON AND

STRAITS. ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may

be obtained. No claims will be admitted after the Goods have left the Godowns and all Goods undelivered after the 27th inst., will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 10th

prox., or they will not be recognised. All brokez, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M. No Fire Insurance has been effected.

Bills of Luding will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hengkong, 20th August, 1902. FROM HAMBURG, PENANG . /

AND SINGAPORE THE N.D.L. Steamship

VIA USUAL AUSTRALIAN PORTS OF

"FREIBURG." Captain Procesch, having arrived from the above ports, Consignes of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside. Optional Cargo will be forwarded unless

notice to the contrary be given before 5 P.M., To-DAY, 22nd inst. Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and No Claims will be admitted after the Goods

Superior accommodation amidebips. Electric have left the Godowns, and all Goods remaining sions during the entire voyage. Duly qualified undelivered after the 29th inst, will be subject All broken, chafed, and damaged Goods are BUTTERFIELD & SWIRE to be left in the Godowns, where they will be

examined on the 29th inst., at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd August, 1902.

OCEAN STEAMSHIP COMPANY.

ONSIGNEES per Company's Steamer

"PYRRHUS" are hereby notified that the Cargo is being dis-

charged into Craft; and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 21st instant. Optional Cargo will be landed, unless potice has been given prior to steamer's arrival.

Goods undelivered after the 27th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 27th inst. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Hongkong, 20th August, 1902.

HONGKONG.

STEAMBLE. Anping Maru, Jap. str., 1,058, Sudauki, Aug. 23, Mitsui Dussan Kaisha Arnold Luyken, German str., 1,075, Paysen, Aug. 14. E. A. Trading Co

Benlarig, British str., 1,452, Kroble, Aug. 20, Gibb, Livingston & Co Brunhilde, German str., 872, Funge, Aug. 18.

Buen Visie, American str., 275, Ross, July 8, Changsha, British str., 1,463, Moore, Aug. 16, Butterfield & Swire Chibli, British steamer, 1,243, Cowan, Aug. 20, Kınsha, river gunboat, 331 tous, Lieut,-Comfr. Butterfield & Swire

Chunsang, British str., 1,418, Arthur, Aug. 24, Moorhen, river gamboat 180 tons, 2 guns, Jardine, Matheson & Co Chwashan, British str., 1,282, Sinclair, Aug. 8, Bradley & Co Crown of Arragon. British str., 1,474, Dorward,

Aug 18, Gilman & Co Deramore, Norw. str., 1497. Borge, Aug. 26, Bradley & Co Devawongse, Ger. str., 1,157, Kumpel, Aug. 23, Melchers & Co

Diomed, British str., 3,005, Thompson, Aug. 26, Hutterfield & Swire Domiugo de Larringa, Brit. str., 2,651, Hudson, Aug. 11, Dodwell & Co., Limited

Dott, Norwegian str., 629, Haraldsen, Aug. 23 Elsa, German str., 1,702, Schonwandt, Aug. 19, Jebsen & Co Empress of India, British str., 3,003, Marshall, Aug. 19, C. P. R. Co

Germania, German str., 1,713, Bruhn, Aug. 25, Jebsen & Co Hangsang, British str., 1,356, Wilde, Aug. 26, Jardine, Matheson & Co Hanoi, French steamer, 742, Merlees, Aug. 24, A. R. Marth

Hyades, American str., 3000, Wright, Aug. 23, Dodwell & Co., Ltd. Indrani, British steamer, 3,227, Hill, Aug. 26, Allan Cameron Indrasamha, Brit. str., 3,366, Craven, Aug. 26, Alian Cameron

Knifong, British str., 1,041, Pennefather, Aug. 26. Butterfield & Swire Kamakura Maru, Jap. str., 3,796, Petersen, Aug. 26. Nippon Yusen Kaisha Keelung Maru, Jap. str., 1,134, Sobajima, Aug. 23, Osska Shosen Kaisba

Kumano Maru, Jap. str., 3,146, Haswell, Aug. 26. Nippon Yusen Kaisha Kwangping, British str., 1,243, Blake, Aug. 23, Lennox, British str., 2,361, Warner, Aug. 23, Dodwell & Co., Limited

Lisa, Swedish steamer, 998, Horndahl, Aug. 20, Order Loongsang, British str., 1,092, Weigall, Aug. 25, Jardine, Matheson & Co Machew, German str., 995, Hayes, Aug. 7, Melchers & Co Marie Jebson, Ger. str., 1,771, Hemmet, July 22,

Jebsen & Co Mercedes, British str., 2,967, Carter, Aug. 22, Admiralty Nanchang, Brit. str., 1,060, Finlayson, Aug. 21, Butterfield & Swire Nippon Maru, Jap. str., 3,437, Greene, Aug. 21, Toyo Kisen Kaisha

Pakshan, British str., 1,235, Reid, May 28, Pax, Belgian steamer, 1,207, Rankin, Aug. 3, Melchers & Co Perla, British str., 1,276, McGiuty, Aug. 24, Showan, Tomes & Co Petrarch, German str., 1,252, Valten, Aug. 26,

Proteus, Norwegian str., 920, Muller, Aug. 26, Aspic French gunboat, 475 tous, 3 guns, 450 h.p., East Asiatic Trading Co Rajaburi, German str., 1,189, Wendig, Aug. 26, Rosetta Maru, Jap. str., 2,406, Tate, Aug. 26, Bengali, French gunboat, 580 tons, Lieut. Fitle Rubi. British steamer, 1,611, Almond, Aug. 19, Bobr. R. ssian gunboat, 950 tons, 2 guns, 1,150

Siam, British steamer, 992, Binns, Aug. 25, Bugeaud., French cruiser, 4,009 tons, 19 guos, Skrainstad, Norw. str., 759, Hansen, Aug. 23, Bussard, German cruiser, 1,600 tons, 8 guns,

Sungkiang, British str., 1,021, Outerbridge, Comete, French gunbout, Capt. Louel, Aug. 17, Butlerfield & Swire Taichiow. German str., 888, Schneer, Ang. 24, Butterfield & Swire Thales, British steamer, 820, Robson, Aug. 26,

Penglas Lapraik & Co Theodor Wills, German str., 3,369, Mayerhof, Aug. 16, Jebsen & Co Victoria, Swedish ar., 989, Hellberg, Aug. 7. Wingsang, British str., 1.517, Sellar, Aug. 22,

Yedo Maru, Jap. str., 1,060, Samura, Aug. 24. Diu, Portugu 80 gaubo t, 729 tons, Capt. P. Jardine, Matheson & Co.

Yiksang, British str., 1,835, Bowk r. Aug. 14, Jardine, Matheson & Co SAILING VESSELS. Adolph Obtig, Amr. bqs, 1,006, Amesbury,

May 30, Standard Oil Co Allas, American ship 1,352, McKay, July 14, Standard Oil Co Grosvenor, British barque, 516, Boga, June 13, Kelat, British ship, 1,822, Hughes, July 23, Luzon, American barque, 1,339, Park, Aug. 20,

Manuel Llagune, Amr. ship, 1,468, Nicholls, July 31, Standard Oil Co Vale of Doon, Sarawak barque, 669, Petersen, July I, Sander, Wieler & Co Willscott, Amr. barque, 1,805, Macloon, Aug. 8, Standard Oil Co HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON. Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at

Weihaiwei Albion, battleship. 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Weihaiwei Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Straits Amphitrite, 1st class craiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., en

route Hongkong Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, at Hongkong Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., Japan Blenheim, 1st class cruiser, 9,000 tons, 12 guns,

21,411 h.p., Capt. F. G. Stopford, at Hongkong Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut,-Comdr. F. M. Leake, at Sinho Britomart, gunbeat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, at Weilsiwei Crossy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei Eclipse, cruiser, 5,600 tons, 11 guns, Captain

Stokes, at Weihaiwei Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, en route Hongkong Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Capt. Colin Mackenzie, D.S.O.,

at Weilaiwei Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, on Yangtsze Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve

li.p., Captain A. W. Carter, at Weih siwei Golinth, battleship, 12,950 tone, 16 gups. 13,500 | Isla de Cuba, American gunbert 400 tons, Lieut.h.p., Captain F. H. Henderson, C.M.G.,

Handy, torpeda-boat destroyer. 260 tons, 6 gune, 1 4,000 h.p., in reserve Hart, torpedo-boat destroyer, 260 tons, 6 guns. 4,000 h.p., Lieut. Comdr. G. C. Hardy at

Humber, storeship, 1,640 tons, Coundr. John D. Daintree, at Hongkong Janus, torpedo-boat destroyer, 280 tons, 6 guns. 3,900 h.p., in reserve G. B. Powell, on Yanguze

Lieut . Comdr. G. G. Webster, at Hongkong Mutine, sloop, 980 tons, 10 gans, Comdr. Z W. M. Plenderleath, Behring Sea Ocean, battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. Richard W. White, Japan Otter, torpedo-boat destroyer, 350 tons, in

Phoenix, sloop, 1,015 tons, 6 guins, 1,400 h.p. Comdr. W. H. Nicholson, at Weihaiwei Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, on Yangtsze Rambler, surveying ship, 583 tons, Capt. Morris

H. Smyth, Japan Ringido, sloop, 980 tons, 6 gnns, Comdr. D. St Aubyn Wake, at Hongkong Robin, river gunboat. 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John P. Irven, at

Hougkong Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Bahring Sea Sandpiper, river gunboat, 85 tens, 2 guns, 240 h.p., Lient. Comdr. Mucray MacG. Lock-

hart, West River. Snipe, river gun-boat, 85 tons, 2 guns, 24) h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtsze Taku, torpedo-boat destroyer, 250 tons, 6 gans;

5,600 h.p., in reserve Talbet, cruiser, 5,600 tons, 11 gaus, 9,630 h.p., Capt. Lewis Bayley, at Weihaiwei . Tamer, receiving ship, 4,600 tons, 6 guns, Joinredore Robinson, A D.C., at Hongkong Teal, river gunboat, 180 tons, 2 guns, Lieut.

Comdr. R. W. Dalgety, on Yang ezo Tweed, gunboat, 362 tens, 3 guns, 200 h.p., on Yangtere Vestal, sloop, 980 tons, 10 gaus, 1,40 t h.p., Comdr. Stuart St. J. Furquiar, Straits Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieuz.-Comdr. E. C. Hardy, at Weibniwei

Whiting, torpedo-beat destroyer, 360 tons, 6 guas. 5,900 h.p., Lieut.-Comur. C. P. Manisoi, at Wivern, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong Woodlark, gunboat, 150 tons, 2 guns, 550 h p., Lieut.-Comdr. Ronald E. Chilcott. on

Yangtsze Woodcock, gunboat, 150 tons, 2 guns, 550 hp. Lieut.-Comdr. Hugh G. C. Somerville, on Yangtsze

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION. Admiral Nakhimoff, Russian cruiser, 9,000 tons, Capt. Vsivolojsky, at Yokohama Alcout, Russian gunboat, 8 guns, 1,200 h.p., Capt. buinter, at Vladivostock .

Alouette, French cruiser, 300, Lieut. Aoum Amiral Charner, French gunboat, 450 tons, Capt. Bachme, at Saigon Annapolis, 2merican gunboat, 1,000 tons, 10 employed. guns, 177 h.p., Comdr. Karl Rohrer, at

Comdr. Journet, at Saigon Buffalo, American cruiser, Capt. Ross, ea route Mania

h p., Capt. Dobrovelsky, at Hak date Sentis, Norwegian str., 867, Karen, Aug. 22, Brookiyn, American (flagship) armoured cruiser, Captain C. C. cold, at alanua

9,009 h.p., Capt. Lefevre, at Comdr. von Bassewitz, at Shaughai Sullberg, German str., 782, Jessen, Aug. 25, Chasseloup Laubat, French cruiser, 3,800 tons, Capt. De Espinay St. Luc, at Saigon

> Gulf of Tonkin Decidee, French gunboat, 690 tons, 6 guns, Cupt. Leemes, at Chefoo D'Entrecusteaux, French flagship, 8,100 tons, 14 guns, 13,500 h.p., Capt. D. du Fournet,

at Chelon Descartes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saune, at Saigon Dimitri Donsko, itussian armoured crusier, 6,00 tons, 34 gans, 7,000 h.p., Comdr. M. van der Sekrouff, at Singapore

d'Azeredo, at Shanghai Don Juan de Austria, American gunbeat, Com. Bowman, at manila Eclaireur, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku

Frient, French cruiser, 4,000 tons, Capt. Adam, at Nagasaki Furst Bismarck, German flagship, Vice-Admiral Rendemann, 11,000 tons, 36 guns, Capt. Friederick, at Yokosuka Gaidamak, Russiau torpedo-boat, 18 guns, 3,500

h.p., Capt. Serbrenniff, at Port Arthur Geier, German craiser, 1,600 tons, 8guns, Comdr. Hilbrand, at General Alava, American gunboat, 1,800 tons, Lieut.-Comdr. W. F. Halsey, at Manila Gremistschy, Eussian gunboat, 1.492 tons, 2

guns, 2,500 h.p., Capt. Smirnoff, at Gromoboi, Russian battleship, 12,436 tons, 26 guns, 14,500 h.p., at l'ort Arthur Guichen, French cruiser. 8,20) tons, Capt. De

Hansa, German cruiser, Rear-Admiral Kirch, hoff, 6,800 tons, 30 guns, Capt. Paschen,

at Vladivostock Helena, American gunboat, 8 guns, 1,998 h.p., Comdr. R. R. Ingersoll, at Nagasaki Hertha, German cruiser, 6,100 tons, 30 guns, Capt. Derzewsky, at Nagasaki

Glory, battleship, 12.050 tops, 16 guns, 13.500 Hitis, German gunbout, 1,000 tous, 10 guns, Lieut. Comdr. Schamer, at W. J. Marwell, at Man la Isla de Luzon, American gunocat. Comdr J. K.

Co swell, at Manila Jaguar, German gumbout, 900 tons, 10 guns Comdr. Berger. at Kaiserin Angusta, German craiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Turne, at-

Singapore Kentucky, American battleship, 11,500 tons, Capt. C. H. Stockton, at Victivostock Kersaint, Franch gun-vessel, 1,2 0 ton., 13 guns, 2,200 h.p., Capt. Gollear, at Haiphong.

Korestz, Russian gunboat, 9 guns, 2,150 h.p., Capt. Novakowsky, at Lion, French gunhant, 740 tons, 4 guns, 500 h.p., Capt. Frost, at Saigon Lombardia, Italian cruiser, 2,900 tons, Captoin

John Boet, en route to Nagasaki Luchs, German gunboat, 900 tons, 10 gans, Comdr. Wathmann, at Swatow Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kachaloff, at Port Arthur

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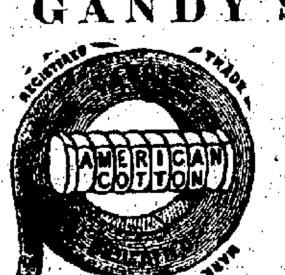
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The Bengal, with the English Mail of the Is, inst., left Sing pore on Sunday, the 24th inst. at 8 a.m., and may be expected here on or about friday, the 20th fust. This lacket brings replies to letters desputched from Hougkong on the 3oth June. The Peru, with the American Muil of the 1st inst., left Yokohama on Friday, the 22nd inst., av daylight, and may be expected here on or about Saturday, the 30th inst.

MAILS WILL CLOSE

POX	PBR
Canton Swatow, Amoy and Foochow Hoihow and Haipheng Shanghai Singapore	Anping Maru Hanoi Indrani
SHANGHAI, NACASAKI, KOHE, YOKOHAMA, VICTORIA and VANCOUVER, B.C	
Macao Shanghai and Chinkiang Ningpo and Shanghai Manua Cauton Nagasaki, Kobe and Yokohama Manua Manua Weihaiwei and Tientsin Thursday Island, Townsville, Brisbane, Sydney and Melbourne Manua	Keelung Mar Uhihli Sungkiang Fatshan Kamano Mar Hyades Perlu
HONOLULU, and SAN PHANCISCO	Nippon Mari
Ednors, &c., India via Tunicoria (Late Letters 10.50 to 11.95 A.M. Extra Postage 10 cents. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Chusan

Letters. 10.45 A.M. at 5 p.m. same day for Shanghai, where she is Hongkong Hotel Co., Hulf-yearly Meeting, due to arrive at 6 a.m., to-day. The E. & A. steamer Eastern, from Sydney Sale, Household Furniture, 2, Victoria View, &c., has left Port Darwin for Timer, Manile and this port, and is due on the lat prox. Kowloon, Meines, Hughes & Hough, 2:10 p.m. Edwards, Piry & Co., General Meeting, at the The C.N. steamer Chingtu left Thursday Island on the 21st inst. direct for this port, and is due here on the lst prex.

Offices of the Company, 4 p.m. TO MUKROW. Tenders for repairs to the American ship Lazon, noon.

TO-DAY.

in the Hotel, noon.

COMMERCIAL.

CLOSING QUOTATIONS.

	With Amenint
	26th Angust.
4	Lospon-
	Leisgraphic Transfer
	Hank Bills, ou demand
	Bank Bills, at 30 days' sight 1,815
•	Bank Bills, at 4 months sight 1,91
	Gredits, at 4 months sight
	Doonmentary Bills, 4 months sightly
	PARIS.
	Bank Bills, on demand2.18;
	Credits, at 4 months sight2.22
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·	On demand
وسورون	
· · ·	NEW YORK.
	Bank Bills, on demand411
	Credits, to days sight43
•	BOMBAT
•	Telegraphic Transfer
	Bunk, on demand
C	CALCUTTA
-	Telegraphic Transfer
٠.	Bank, on demand 130;
· · · ·	BHANGHAL.—
	Bank, at sight
	P. ivate, 30 days sight
	YUKUHAMA.—
. •	On demand
. 🔬	MARILA
	On demand
	SINGAPORE.—
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-	On demand p.c. pm.
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	Hairgono.—
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3	vergions, Bink's Baying Rate 211.43
Ay ti	D LEAK, 100 fine, per tael \$60.20
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OPIUM.

26th August. Quotations are: Allow co uet. to l'eatty. Blaina New\$900 to \$910 per picut Malwa Old\$980 Maiwa Older\$1000 to \$1010 P. F per-wrapped ... -Persian fine quality \$600 Persian extra fine... -Patna New 1930 . to — "per chest. Patna Old Sitza Benares New 8895

VESSELS EXPECTED.

Benares Old...... -- to --

THE ENGLISH MAIL. The P. & O. steamer Bengal left Singapore for this port on the 24th inst., at 8 a.m., and due here on the 29th inst., at about 10 a m. THE INDIAN MAIL The steamer Arratoon Apcar, from Calcutta,

left Singapore for this part ou the 22nd inst., a.m. THE GERMAN MAILH. The Imperial German mail steamer Kont

Albert left Kobe, via Nagasaki, Shanghai and Foodbow, on the 24th last, p.m., and may be ted here on or about the 3rd prox. The Imperial German mail steamer Prin Regent Luitpold left Colombo on the 24th inst a.m. and may be expected here on or about the 4th brex

THE AMERICAN MAILS. The P.M. steamer Peru left Yokohama for this port on the 21st inst., at daylight, ex-Inland See, &c.

The O. & O. steamer Coptiz left San Francisco for this port, via Honolalu, Ac., on the 9th inst. The T.K. K. steamer America Mara left San Francisco for this port, via Honolulu, &c., on the 16th inst.

THE CANADIAN MAIL. The C.P.R. steamer Empress of Junan left Valor for Hongkong vin the usual ports of east on the 18th inst., p.m.

MERCHANT STEAMERS.

The N.Y.K. steamer Kasuga Muru (Australian Line left Nagasaki for this port on the 23cd just, p.m., and is expected here to-day. D F. Lynch, peon Line) left Singapore for this port on the stinst, p.m. and is expected here to-day. The Glen Line steamer. Glengarry, from Middiestro and London, left Singapore on the Barometer 4P.M. 29.77 Therm. 4 r.m. (Wet bulb) 79 and inst. and is due here to morrow. the C.P.R. steamer Tartar arrived at Nega- Phermom. 1 P.M. .. 85 Therm. Minimum over

Wednesday, 27th.

10.45 а.м.)

Saturday, 30th.

10.30 A.M.)

10.30 A.M.)

Saturday, 30th

for this port on the 26th inst., at 11 a.m.

Japan and Hongkong on the little inst.

expected here on the 5th prox.

hams on the 15th inst.

The N.Y.K. steamer Hiroshima Maru (Bom-

STRAMBRE PARSED THE CANAL.

HOMEWARD .- 4th July-Queensland. 11th -

ARRIVALS AT HOME, -3rd June-Indus. 10th

Sumatra. 18th -- Courie, Ajaz. 1st Aug.-

Trieste. 8th - Bombay. 15th - Shanghai.

Ginela, Shimosa 19th-Sughsen. 22nd-

-Calchar, Glenlochy. 17th-Silesia (Aus.).

1st July - Segovia. 4th - Adria, 7th - Japan.

Stl. - Hitachi Maru, Maristow, Flandria,

Glaucus IIth-Achilles, 15th-Saxonia,

Hyson, Inion. 16th-Austria, Glengyle. 22nd

Preussen, Salazie, Wakusa Meru, Marburg

25th-Serbia, Agamemnon, 29th-Mogul.

1st August-Sydney, Hamburg, Suevia.

Java. 5th-Kanagowa Mara, 8th-Mo-

nune, Deucalion. 12 -Benlowand, Stentor,

Prinz Heinrich, Macduff. 15th-Formoso.

19th Ernest Simons, Sado Maru, Strass-

burg. 22nd-Tecnhai, Polyphemus.

Dr. H. A. Sliaw and Mr. C. R. Reynolds,

Master Wilgress.

sev and Wm. Baunus.

Pamenson and F. Laurence.

PASSENGERS.

Per Indraganha, from Yokohama, Mrs. and

- Per Kamakura Mary, from Singapore, Mr.

and Mrs. Hurley, Messrs. H. Tyack, I. Inglis.

T. Ritchie, McKenzie, R. D. King, F. A. Lind-

Newhall. Sir EviclErskine. Paymaster C. M.

Ray, Capt. Smiley, Lieut. Col. Cornish, Mesers,

M. de Guitin, F. Brunchaig, C. J. Word, J. J.

Per Lass, for Hongkong, from Marseilles,

infant and Mr. Georgand; from Singapore,

Rev. Kernan and M . R. Marnoz; from Saiyon,

Mrs. H. Bennecke, Mrs. A. Necker, Mesers,

Marseilles, Mr. and Mrs. Pilete, Mrs. Roisin.

Boyer, Robiony, Lufleur and Legros, Sub-Lieut.

Batavia, Mr. W. K. A. Burghardt: for Kobe.

B. Rockwell Misses F. and M. Rockwell; for

Yokohama, Mrs. E. H. Ferrier, Mrs. Sucur.

Mr. and Mrs. A. B. Lassetter and son, Mrs. J.

E. Black, Miss Black, Mr. and Mrs. F. Curol.

Capt. V. E. Russell, Messrs. G. White, B.

Mawirre, Jos. Morton, H. E. Good, F. Lassetter,

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Murphy, D. McLean, W. H. Browne, May and

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ples..... 10.00 A.M.

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bay Line) left Bombay via Colombo and Singa-Lowett, Idl. pore for this port on the 17th inst., and is a opineon Pinne Co., Ed., tenniship Coys,-The P. & A. steamer Indrasamha, from China and Manila... Portland (Or.) on the 29th ult., arrived at Yoko-Douglas Steamship 11., Canton and M ... The M.P. steamer Glanogle left Tacoma for indo-China S. A. .. shoull'mansport and Traulia Co...... j

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